

|                                                                                                                    |    |
|--------------------------------------------------------------------------------------------------------------------|----|
| AGENDA Planning 5th October 2026 FIN _____                                                                         | 2  |
| AGENDA ITEM 06h MWPC comments on PL.2025.08987 Land at<br>First Lane Whitley _____                                 | 8  |
| AGENDA ITEM 07a New Road Farm Cover Letter no appendix _____                                                       | 11 |
| AGENDA ITEM 07b - Amended plans query Blackmore Farm REM _____                                                     | 14 |
| AGENDA ITEM 07b Meeting Notes David Wilson Homes -Barratt<br>Redrow 22 Sep 2026 _____                              | 15 |
| AGENDA ITEM 07b Should the mobility hub should be located in<br>the community hub _____                            | 18 |
| AGENDA ITEM 07b P25-2391-DE-02--20 - COMMUNITY HUB -<br>DIMENSIONS _____                                           | 20 |
| AGENDA ITEM 07b - East of Melksham Bus Strategy -<br>bus16_v1_1 _____                                              | 21 |
| AGENDA ITEM 07b - Melksham Bus Strategy - bstrat 0.0 _____                                                         | 25 |
| AGENDA ITEM 08b Correspondence regarding the parameter plan<br>and minutes for Lane north of Berryfield Lane _____ | 27 |
| AGENDA ITEM 08d Correspondence from Highways _____                                                                 | 32 |
| AGENDA ITEM 08h Corrspondence regarding Middle Farm Call-in _____                                                  | 36 |
| AGENDA ITEM 09b - Additional comment added to Local Plan<br>scoping consultation _____                             | 39 |
| AGENDA ITEM 09b Correspondence regarding Local Plan<br>engagement meetings _____                                   | 40 |
| AGENDA ITEM 11a i 6008970 - Appeal Decision _____                                                                  | 44 |
| AGENDA ITEM 12 Goods Vehicle Operator's Licence Notice _____                                                       | 49 |
| AGENDA ITEM 12 Guide to Making Representations on Goods<br>Vehicle Operator Licences _____                         | 50 |
| AGENDA ITEM 14b ii Meeting Notes Gompels 22 Sep 2026 _____                                                         | 62 |
| AGENDA ITEM 14b iii Meeting notes Wales and West Utilities<br>10Sep26 draft _____                                  | 64 |

AGENDA ITEM 14c i - Holding response from WC Planning re  
s106 requests \_\_\_\_\_ 67



## MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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

Email: [clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)

Web: [www.melkshamwithout-pc.gov.uk](http://www.melkshamwithout-pc.gov.uk)

Monday 28<sup>th</sup> September 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 5<sup>th</sup> 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:

**PLEASE NOTE THAT THERE IS WORK BEING UNDERTAKEN IN THE CAMPUS CARPARK SO LEAVE PLENTY OF TIME TO ARRIVE AND FIND A PARKING SPACE AS THERE WILL BE FEWER SPACES AVAILABLE THAN USUAL. YOU MAY NEED TO USE ALTERNATIVE CAR PARKS IN THE AREA.**

**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=88904382813>

Or go to [www.zoom.us](http://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](http://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. **To consider the following new Planning Applications, including Permission in Principle applications received within the required timeframe (14 days):**

- a. [PL/2026/05489](#) - **The Coach House, 489a Semington Road, Melksham, SN12 6DR.** Full planning permission - Regularisation of Existing C3 Residential Use (Two Bedroom Dwelling), The Coach House, 489A Semington Road, Melksham. Applicant name: Mr Paul Williams. **Comments by: 15 October 2026**
- b. [PL/2026/05281](#) - **2 Brookfield Rise, Whitley, Melksham, SN12 8QP.** Householder planning permission - Erection of a single storey granny annex in garden, to be built with timber on a concrete plinth. Applicant name: Mr Colin Eadie. **Comments by: 15 October 2026**
- c. [PL/2026/05555](#) - **Manor Farm, Sandridge Common, Melksham, SN12 7QT.** Householder planning permission - Two storey and single storey extension to link farmhouse with barn, double garage extension and porch extension. Applicant name: Mr G Walters. **Comments by: 14 October 2026**
- d. [PL/2026/04780](#) - **7 Park Road, Bowerhill, Melksham, SN12 6WG.** Householder planning permission - Erection of a detached timber pergola. Applicant name: Mr & Mrs Benison **Comments by: 19 October 2026**
- e. [PL/2026/05055](#) - **Sandridge House, Sandridge Hill, Sandridge Common, Melksham, SN12 7RL.** Householder planning permission - Erection of a oak framed outbuilding for Incidental Home Gym and Entertainment space. Applicant name: Mr Jack Nethercott **Comments by: 20 October 2026**
- f. [PL/2026/05882](#) - **401 The Spa, Bowerhill, Melksham, SN12 6QL.** Listed building consent (Alt/Ext) - Replacement of the existing polycarbonate conservatory roof with a Guardian Warm Roof insulated tiled roofing system. Applicant Name: Mr Simon Wicks **Comments by: 23 October 2026**

- g. [PL/2026/05878](#) - **46 Wellington Square, Bowerhill, Melksham, SN12 6QX**.  
Householder planning permission - Construction of a single-storey side extension to provide ancillary residential annexe accommodation associated with the existing dwelling. Applicant Name: Matthew Plumb **Comments by: 22 October 2026**
- h. [PL/2026/06103](#) – **Land at First Lane, Whitley, Melksham, SN12 8RL** Permission in Principle for erection of 2 No. Self-build Dwellings and Associated Works. Applicant Name: Mr S Rogers **Comments by: 16 October 2026**

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

- a. [PL/2024/10345 \(FULL\)](#) **Land north of the A3102, Melksham (New Road Farm)**.  
The construction of 295 homes; public open space, including formal play space and allotments; sustainable drainage systems; and associated infrastructure; with 0.4ha of land safeguarded for a nursery. The principal point of access is to be provided from a new northern arm on the existing Eastern Way/A3102 roundabout junction, with a secondary access onto the A3102. Additional access points are proposed for pedestrians and cyclists. Applicant: Bloor Homes South West **Comments by 7 October 2026**
- To note the updated documentation and changes described in the Cover Letter (10/09/2026), including the reduction in the number of dwellings from 295 to 286, and the change in affordable housing from 40% to 30%.
  - To note the withdrawal of the objection from the Environment Agency.
- b. [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 approve the notes of the meeting held with the Developer on Tuesday 22<sup>nd</sup> September 2026.
  - To note the questions regarding the proposed Community Hub to be considered at Full Council on 12<sup>th</sup> October 2026
  - To note submission, by the parish council, of pre-application enquiry ENQ/2026/01880 proposing possibility of alternative highway arrangements in relation to outline planning permission PL/2023/11188
  - To consider East of Melksham bus strategy, and general Bus Strategy for Melksham, to ensure current and fit for submission to planning applications

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

- a. [PL/2026/04916](#) - **Land west of Semington Road, Melksham**. Outline application for up to 225 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.
- To note developer meeting to be held on 7<sup>th</sup> October 2026 at 3pm.

- 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). Comments by 16<sup>th</sup> July 2026
- To note/consider the concerns raised about the Western Area Planning Committee minutes, the agreed resolution and the parameter plan.
- c. [PL/2025/07391](#) - Land South of Western Way, Melksham, Wiltshire. Reserved Matters (appearance, landscaping, layout and scale) for 210 residential dwellings (Use Class C3), along with associated open space, landscaping, and parking, pursuant to Condition 2 of Outline Planning Permission ref. PL/2022/08504. Applicant name: BWD Trading. Note: Joint Melksham Neighbourhood Plan allocation 7.3
- [PL/2026/01378](#) Discharge of Condition 18 (Construction Management Statement) of PL/2022/08504
- [PL/2026/01660](#) Discharge of Condition 19 (Noise Protection Scheme) of PL/2022/08504
- To note submission, by the parish council, of pre-application enquiry ENQ/2026/01882 proposing possibility of alternative highway arrangements in relation to PL/2022/08504 (Outline) and PL/2025/07391 (Reserved Matters)
- d. [PL/2026/02966](#) - **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.
- e. [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
- f. [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
- g. [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.
- h. [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 note correspondence regarding withdrawal of the call-in

## 9. Planning Policy:

- a. **Joint Melksham Neighbourhood Plan (NHP):**
  - i. To reflect on responses to planning applications for future review of the Neighbourhood Plan (standing item)
- b. **Wiltshire Council Local Plan:**
  - To note the additional comments submitted to Local Plan scoping consultation under delegated powers
  - To note the time and date of a meeting with Wiltshire Council, Melksham Town Council and Wiltshire Councillors
  - To note the list of Brownfield sites submitted
- c. To receive feedback from the Wiltshire Area Localism and Planning Alliance (WALPA) meeting held on Tuesday 15<sup>th</sup> September 2026.

## 10. Proposed Energy Installations

- a. Lime Down Solar (LDS)
  - To note Planning Inspectorate updates on the Lime Down Solar Project  
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010168/project-updates>
- b. [PL/2025/05552](#) **Land South of Brockleaze, Neston, Corsham, SN13 9TE**. Full planning permission: Battery Energy Storage System with associated infrastructure.
- c. Cable Route for Norrington Spring Park Project (Aureos for SSEN Distribution) and Studley Solar Farm (DNOC for Verdant Energy)
- d. To consider Wiltshire Council response to 12 recommendations from the parish council (if received).

## 11. Appeals

- a. To note appeal decisions (if determined)
  - i. To note the outcome (dismissal) of the Outmarsh Farm Appeal (PL/2025/08409)
- b. To receive feedback on the appeal hearing for Whistle Mead Solar Farm (PL/2023/01914) attended by Councillor Richardson on behalf of Community Action Whitley and Shaw (CAWS).

## 12. Public Notice

To consider making a representation on the application for a Goods Vehicle Operator's Licence for CJW Scaffolding (SW) Ltd to from 620 Berryfield Lane

## 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. Living Space development behind Townsend Farm, Semington Road  
PL/20/07334 (Phase 1) & PL/2022/08155 (Phase 2)
    - To note traffic management on Semington Road to form a bellmouth entrance to a new residential development
  - ii. Gompels Warehouse
    - To approve the notes of the meeting held ahead of reserved matters application on Tuesday 22<sup>nd</sup> September 2026
  - iii. Wales and West Gas main replacement
    - To approve the notes of the meeting held on Thursday 10<sup>th</sup> September
- c. Transparency of draft s106 agreements:
  - i. To consider correspondence with Wiltshire Council (if received)
  - ii. To consider response to request for clarification regarding securing Healthcare, Highway and Community Building contributions, if received.

Copy to all Councillors

These are the MWPC comments submitted in December 2025 on PL/2025/08987 also for 2 self-build dwellings at the same location. The application was later withdrawn by the applicant and has been superseded by the new application (PL/2026/06103)

Melksham Without Parish Council object to PL/2025/08987 – Land at First Lane, Whitley for the following reasons:

- In 2021, PL/2021/06922 for the same location (for 4 dwellings) was refused. Members believe that the refusal reasons for that application apply to the current application, namely:
  - The application is considered to be an inappropriate, unsustainable form of development which would significantly and demonstrably outweigh the benefit of providing additional dwellings in an open countryside location and the provision of employment created through construction processes. As such the proposal is not considered to represent sustainable development.
  - The proposed development located in the open countryside would detract from the rural character of the area, would result in the urbanisation of the rural landscape and would allow development to encroach upon the northern boundary of Shaw resulting in increasing coalescence between the settlements of Shaw and Whitley.
  - It is considered there is insufficient information to determine whether the applicant's drainage strategy would not lead to flooding on site or harmful levels of surface water runoff from the site.
- For Shaw & Whitley, the emerging Local Plan requires approx. 70/73 dwellings. Currently, there are 75 dwellings with planning permission, built already, pending a planning decision, and an estimate based on all the evidence in the Reg 14 A and Reg 14 B consultations for the Whitley Farm site allocation in the Melksham Neighbourhood Plan 2 (listed below). The parish council believe that these planned numbers are more than sufficient to meet the needs of the community and speculative developments, such as this one, need not, and should not, be considered at this time.

| Site                                                       | Planning Application                                                                                                                                                                                                                                         | Number of Dwellings | Status as at 3/10/25                  |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------|
| Middle Farm Site Allocation in adopted NHP2 (55 dwellings) |                                                                                                                                                                                                                                                              | 55                  | NHP2 made 4 <sup>th</sup> August 2025 |
| Whitley Farm NP2 (number is approximate)                   | Conservation led redevelopment of redundant modern agricultural buildings and barns and conservation and reuse of Grade II listed Whitley Farm barn<br><br>10 & 15 dwellings in Reg 14 versions of the NHP and viability report in NHP evidence base, but no | 10                  | NHP2 made 4 <sup>th</sup> August 2025 |

|                                      |                                                                                                                                                                                                                                                |           |                     |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------|
|                                      | actual housing number in NHP2<br><a href="https://www.melkshamneighbourhoodplan.org/files/ugd/c4c117_67500181f96c450fab9633b614ac5f6f.pdf">https://www.melkshamneighbourhoodplan.org/files/ugd/c4c117_67500181f96c450fab9633b614ac5f6f.pdf</a> |           |                     |
| Land Adjacent 1 Eden Grove, Whitley  | PL/2023/00625                                                                                                                                                                                                                                  | 1         | Built               |
| 39 Eden Grove, Whitley               | 21/01791/FUL                                                                                                                                                                                                                                   | 2         | Built               |
| 178 Top Lane, Whitley                | 20/04234/FUL                                                                                                                                                                                                                                   | 1         | Built               |
| 89 Corsham Road, Whitley             | PL/2025/03261                                                                                                                                                                                                                                  | 1         | Approved<br>01/7/25 |
| Mavern House, Corsham Road, Shaw     | 2024/00631                                                                                                                                                                                                                                     | 1         | Approved            |
| Home Farm, Shaw                      | PL/2025/00965                                                                                                                                                                                                                                  | 2         | Awaiting decision   |
| Land South East of Poplar Farm, Shaw | 20/11342/FUL                                                                                                                                                                                                                                   | 1         | Approved            |
| 26 Shaw Hill                         | PL/2023/06990                                                                                                                                                                                                                                  | 1         | Approved            |
|                                      | <b>Total</b>                                                                                                                                                                                                                                   | <b>75</b> |                     |

- The development as proposed, would materially conflict with the Council's strategic core policies CP1, CP2 and CP15 of the adopted Wiltshire Core Strategy, by virtue of the site not being allocated for housing and being located outside settlement limits, as well as significantly and demonstrably conflicting with the Joint Melksham Neighbourhood Plan 2 2020-2038, which allocates other land for housing (as made on 4 August 2025) and that the benefits of the development would not outweigh the aforesaid Plan conflicts.
- The proposal would materially erode a green buffer that is important to and distinguishes the villages of Whitley and Shaw. The proposed site, being outside the defined settlement limits of Whitley and Shaw, would adversely affect the character and appearance of the local area through the urbanisation of this green buffer, which is considered important to preserve the individual village identities. The proposal is contrary to Core Policy 51 of the adopted WCS and Policy 19 – Separation of Settlements of the made Joint Melksham Neighbourhood Plan 2 2020-2038, requires proposals to conserve and respect the separate identity of these village settlements.

- The South Brook catchment area has been identified as a priority flood risk area by the Environment Agency and Wiltshire Council. The area is frequently the subject of Flood Alerts and there have been many significant floods in the exact area of this proposed site including 2011 and 2014, but each year the area floods.
- The proposed new stream, for flood mitigation, will run along the north edge of the site adjacent to the boundary of Lagard House. Given the existing flood risk in this area this proposed attenuation and the impact on residents is unacceptable. This attenuation will also have a heritage impact.
- First Lane is narrow in places and used twice daily as parking for “school run” traffic for Shaw primary school. The road in this area is often very congested and sometimes gridlocked, especially when a bus passes. An increase in the volume of traffic generated by the proposed development will exacerbate traffic conditions in the immediate area. Residents are concerned about additional residential traffic (regardless of volume) and the impact of construction logistics especially given the high number of other schemes in the area including cable works, renewable energy schemes, BESS construction, works at Melksham Substation and other residential schemes etc.
- There are three Grade 2 listed properties in very close proximity to the site. These are: a) Lagard House b) 120 First Lane c) The Malt House These are all around 100m from the proposed development. The proposed development would have a real impact on the setting of those listed assets as well as changing the character of this part of the village.
- The proposed design will leave the parcel of land behind the site inaccessible. This is unacceptable as ongoing access is required to maintain the ditch that flows into South Brook. Also note that Lagard House and others have access rights to the land for the purpose of maintenance to hedges and drains etc.; the design appears to prevent such access and is therefore unacceptable



10<sup>th</sup> September 2026

Our Ref: CD/22.147

Mr R. O'Donoghue  
Principal Planning Officer  
Development Management  
Wiltshire Council  
Bythesea Road  
Trowbridge  
BA14 8JN

**By email only**

Dear Ruaridh,

**THE TOWN AND COUNTRY PLANNING ACT 1990**

**LAND NORTH OF THE A3102, MELKSHAM**

**FULL PLANNING APPLICATION PL/2024/10345**

I herewith enclose, on behalf of my client, Bloor Homes South West, updated plans and documents submitted in support of the above full planning application.

The table appended to this letter (see Appendix 1) confirms the status of the documents and plans submitted as part of this full planning application.

A full planning application was submitted by the applicant in November 2024 and was validated by the Local Planning Authority (LPA) on 29<sup>th</sup> November 2024. The application sought planning permission for:

*"...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 onto an improved arrangement of the Eastern Way/A3102 roundabout junction, with an emergency access onto the A3102. Additional access points are proposed for pedestrians and cyclists."*

Following the withdrawal of the emerging Wiltshire Local Plan, and other changes in circumstances considered material to the determination of this application, amendments have been made to the scheme and a change to the description of development is being applied for. The revised description of development is:

*"...the construction of 286 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 onto an improved*

**CARDIFF OFFICE**  
22 Cathedral Road, Cardiff, CF11 9LJ  
02920 349737

**EXETER OFFICE**  
Winslade Manor, Manor Drive, Clyst  
St Mary, Exeter EX5 1FY  
01392 690060

admin@lrmpanning.com  
lrmpanning.com

*arrangement of the Eastern Way/A3102 roundabout junction, with an emergency access onto the A3102. Additional access points are proposed for pedestrians and cyclists.”*

The forthcoming Planning Statement Addendum provides a full description of the amended development.

## KEY PROPOSED CHANGES

The principal changes to the proposed development within the latest resubmission are:

### Architecture

- Layout adjusted to incorporate the revised affordable housing mix, which is now 30%;
- M4(2) compliant units updated, with 10 X M4(2) units now proposed, all of which are affordable;
- Custom build plots removed;
- Pump station size updated;
- Flood compensation storage features updated;
- Affordable housing cluster reduced from 15 plots to 13 plots, around plots 201–208 and 219–223;
- Gates added along the service margin;
- Trees adjusted to reflect the updated landscaping plans;
- Unit mix revised; and
- M4(3) units removed.

### Engineering

- Engineering plans and documents have been updated to reflect the latest planning layout.

### Landscaping

- Landscaping plans and documents have been updated to reflect the latest planning layout.

## OTHER MATTERS

As discussed at our meeting on 7<sup>th</sup> September 2026, the applicant intends to update the following documents in addition to those submitted as part of this resubmission pack. These will be submitted in due course:

- Planning Statement Addendum;
- Flood Risk Assessment;
- Sequential Test Note;
- Environmental Statement Letter of Conformity;
- Ecological pack;
- Arboricultural Impact Assessment;
- Energy Strategy; and
- Noise Addendum.

## CONCLUSIONS

I trust that the revisions proposed to this application address the concerns raised by consultees and respond appropriately to the material change in circumstances. Should you wish to discuss any aspects further, please do not hesitate to contact me.

Kind regards,

A handwritten signature in black ink that reads "Ceri Dyson". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

**Ceri Dyson**

Planner

[ceridyson@lrmpplanning.com](mailto:ceridyson@lrmpplanning.com)

07917 908502

## Teresa Strange

---

**From:** Teresa Strange  
**Sent:** 23 September 2026 12:39  
**To:** Developmentmanagement; Alex Jelley  
**Cc:** Fiona Dey; Nick.Holder@wiltshire.gov.uk  
**Subject:** FW: PL/2026/01555 : Land at Blackmore Farm, Sandridge Common, Melksham, SN12 7QS

Good afternoon Development Management

Can you please confirm if there is another consultation for amended plans/additional information please? We can see a host of new documentation dated late August, and a consultation deadline of 10<sup>th</sup> September. We met with the developer yesterday and they confirmed that they are in the 2<sup>nd</sup> round of consultation. I have checked our records and cannot see that we have been notified. The parish council would like the opportunity to comment and next meet on 5<sup>th</sup> October. Many thanks,

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](http://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](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to [admin@melkshamwithout-pc.gov.uk](mailto:admin@melkshamwithout-pc.gov.uk)

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.

**NOTES OF MEETING WITH BARRATT REDROW**  
**on Tuesday 22 September 2026 at 2:30pm**  
**Re: Blackmore Farm Reserved matters application PL/2026/01555 for 229**  
**dwelling pursuant to outline permission PL/2023/11188**

Present: Councillor Richard Wood (Chair of Planning - part)  
Councillor Alan Baines (Vice Chair of Planning)  
Councillor John Glover  
Councillor David Pafford  
Councillor Mark Harris  
Wiltshire Councillor Nick Holder  
Teresa Strange (Parish Clerk)  
Fiona Dey (Parish Officer)

Peter Lawson (Turley, planning consultant for Barratt Redrow)  
Cecilia Hughes (David Wilson Homes/Barratt Redrow)  
Matthew Roberts (JBP Communications)

### **Application progress and revised design**

The developer said the reserved matters application had been amended following two rounds of discussion with Wiltshire Council, including urban design and highways comments. The latest plans had been submitted several weeks earlier. The Clerk said the Parish Council had not yet considered them and would check whether it had been consulted; the next Planning Committee meeting was due on 5 October.

The revisions were described as refining the arrival area, adding a third character area with open space overlooked by dwellings, and simplifying the elevations and palette of brick, stone, render and roofing materials. Some homes remain two and a half storeys, with upper rooms largely within the roof. The developer said the layout must remain within the approved outline parameters.

### **Relationship with Sandridge Common homes**

Members revisited residents' concerns about overlooking, privacy and the boundary treatment. The developer said the separation between facing homes was at least about 24 metres and reached about 27 metres in places, against a stated minimum of 21 metres. It described an additional landscaped strip of about five metres beyond the new homes' gardens, to be maintained by a management company; the gardens would still meet the minimum depth. The strip might be accessible but was not proposed as a formal footpath.

Members asked how the boundaries would be treated and whether an unlit strip between rear fences could create security or encroachment concerns. The developer said it would check the boundary treatment plan and that the management company would manage the strip. The developer said it had responded to the Urban Design Officer's comments. Members suggested the separation measurements and five metre strip should be clearly explained when the revised scheme is presented to Wiltshire Council.

## **Phasing and connections**

The 229 homes form the first reserved matters application within the approved Blackmore Farm outline scheme of up to 500 homes. The developer said the southern part of that outline site would come forward in a later reserved matters application, after further work including archaeology and biodiversity net gain. It expected the first 229 homes to take at least two years to build. Members stressed that the separate East of Blackmore Farm proposal should not be called “phase two” of this permission; it has no outline consent.

Members sought assurance that the two parts of the approved site would connect, and asked how future walking, cycling and possible highway links might relate to East of Blackmore Farm and the proposed Lidl. The developer referred to the approved outline documents and reserved connection rights, and offered to send a plan showing the intended links. The precise links to a separate future development remain subject to that application and its consent.

## **Bus route and stops**

The developer described a proposed bus route through the site, with a temporary turning area for the first residential stage and a later turn within the employment area. Whether a service operates would depend on a bus operator; the developer said the route had been designed to accommodate one. A bus contribution and its timing are fixed by the outline agreement. Members questioned how a service would be secured early enough to influence travel habits and referred to the East of Melksham Bus Strategy and other developments’ contributions.

The developer referred to three stop locations. Shelter details for two stops had been submitted under a condition, while the mobility hub details were still under discussion. Members asked for shelters with effective weather protection, usable seating and clarity on real time information, and asked which operator had been consulted. The developer offered to provide further details of the shelters and operator consultation.

## **Community hub land and mobility hub**

The developer confirmed that the whole parcel outlined for the community facility is approximately 0.4 hectares and is intended for transfer to the Parish Council under the section 106 agreement. The concept drawing showing a building, parking and a mobility hub was described as illustrative and intended to prompt discussion, not as an agreed building layout. The Clerk explained that the Council had discovered the discharge of condition submission by chance and could not comment through the usual online consultation process. The developer said discussions on that condition were effectively paused pending engagement with the Council.

The outline condition requires a mobility hub, including provision for electric vehicle and electric cycle charging and associated bus stops. The developer suggested that a small number of public vehicle chargers could serve visitors to the community centre, given that the proposed homes, including flats, would have their own charging. It said a third party would normally operate and maintain chargers, but siting them on transferred Council land could require a lease and agreement about ownership and responsibilities. Numbers, viability, electricity capacity, phasing and the practical form of cycle charging

remained unresolved. Employment land or another location was raised as an alternative; the developer said it had not ruled out other sites.

Members had differing views on the need for public chargers at the community facility. They emphasised that the centre could serve a much wider area than the new development and that its parking must work for its eventual uses. The indicative parking figure of up to 80 spaces depended on an assumed building size. Members preferred exploring a layout with the building and outdoor seating beside open/play space, and parking and landscaped areas on the other side, rather than a building opening onto a car park. No layout or mobility hub location was agreed.

The developer agreed that the Council could consider the options and respond around mid October, following discussion at Full Council. It would supply scaled dimensions of the 0.4 hectare site and the neighbouring open space. It was suggested that any committee report should make clear that the detailed community facility and mobility hub arrangements are still being worked through with the Parish Council.

### **Community centre delivery and funding**

The Clerk asked when the Council would need to specify the position and requirements for utilities to the serviced site, including electricity, drainage and broadband. The developer said it needed the Council's requirements and would examine its construction programme and the section 106 wording; a reliable land transfer date could not yet be given. Members discussed coordinating the access road, school and centre so the facility could be built safely while construction continued. The approved height parameters were said to permit a two storey centre, subject to its later design and consents.

The Clerk said early section 106 funding would support design work and that further contributions were being sought from other east Melksham sites, alongside Community Infrastructure Levy funds. The Council was also seeking clarity from Wiltshire Council on historic funding associated with an earlier community centre proposal.

Members asked the developer to consider acoustic treatment of nearby dwellings so that the eventual centre's use, opening windows and doors, and reasonable hours would not be unduly constrained, drawing on Berryfield Village Hall experience. The developer agreed to discuss this with its technical director.

### **A3102 access and wider development**

The Parish Council reiterated its preference for a roundabout over the consented ghost island/right turn access, particularly in light of cumulative traffic from other proposed development. It had sought pre-application advice about changing the junction. The developer said it intended to implement the existing outline permission and would not itself pursue a section 73 variation. It suggested that any roundabout needed for the separate East of Blackmore Farm proposal should be examined as part of that proposal, with any later changes to the adopted highway considered on their own merits. Members stressed the need for coordinated planning and assessment of cumulative effects.

The meeting concluded at approximately 4.00 pm.

## **Should the mobility hub should be located within the 0.4-hectare community hub land at Blackmore Farm?**

### **Background:**

The S106 agreement for the outline application at Blackmore Farm (PL/2023/11188) provides the parish council with 0.4ha of land for a community hub. Based on the current plans this is approximately 30m by 120m.

Condition 14 of the outline application approval requires plans for a Mobility Hub. The Mobility Hub shall include as a minimum a bus stop with shelter and associated real time information for bus, cycle parking including electric cycle charging points, electric vehicle fast and rapid charging points.

In PL/2026/05372 for the discharge of condition 14, the developer has suggested that the Mobility Hub is located with the Community Hub i.e. on land that will be transferred to the parish council.

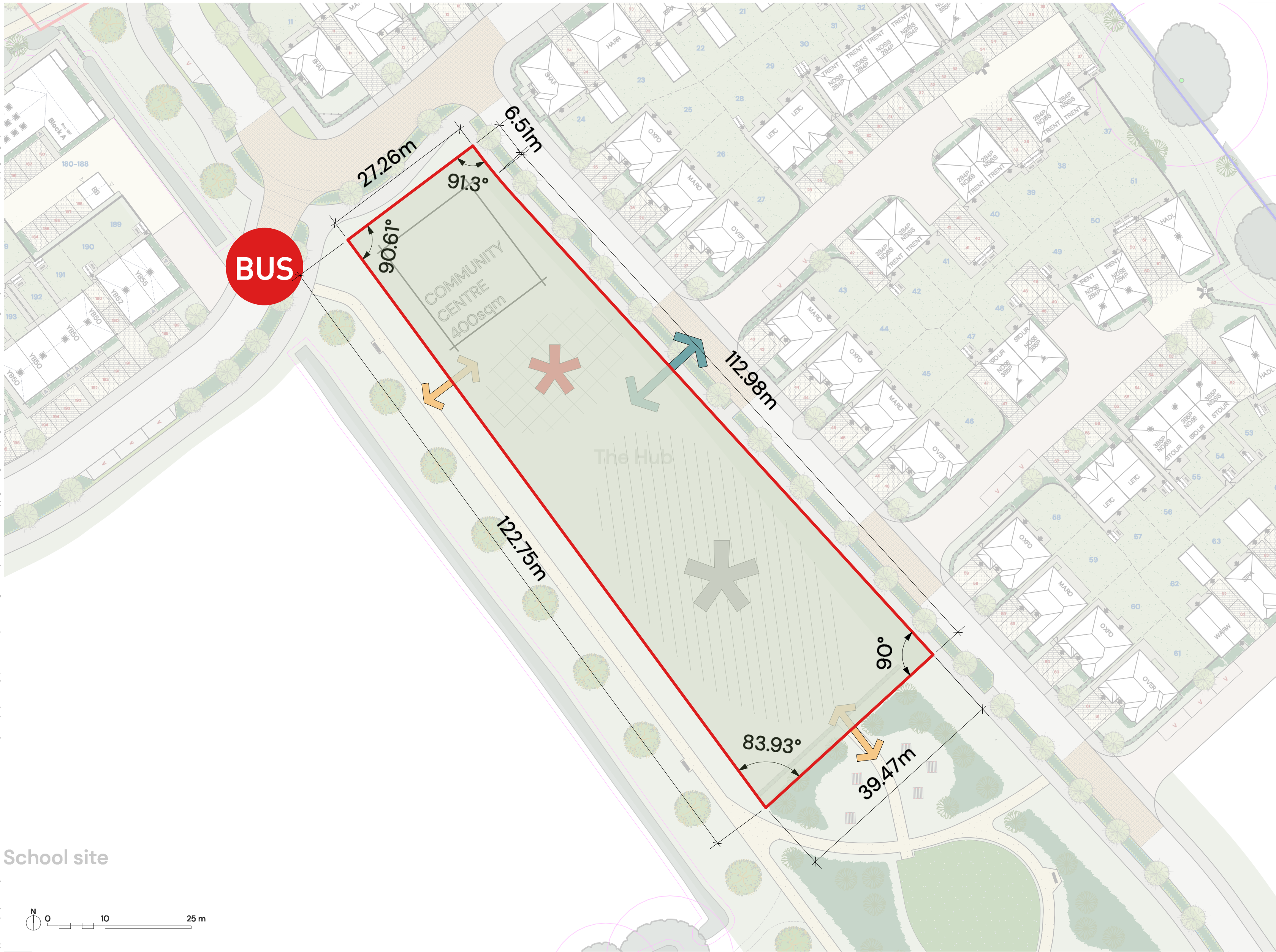
At a meeting with the developer (on 22 September 2026), the developer suggests that they feel that this is a logical location but that they require input/engagement from the parish council before progressing.

### **Points to Consider:**

1. **Future use of the land:** What space does the community centre need for its building, parking, outdoor seating, landscaping and possible future expansion? Would a mobility hub limit those uses?
2. **Preferred layout:** Should the building open towards the adjoining play and open space, with parking on the opposite side? Where could charging bays fit without interrupting that relationship?
3. **Demand for charging:** Who would use public chargers when the proposed homes have their own charging provision? Would visitors to a centre serving wider east Melksham create sufficient demand?
4. **Number and type of chargers:** How many vehicle charging bays are proposed, would they offer rapid or slower charging, and how has that number been calculated? What practical form would electric cycle charging take?
5. **Parking capacity:** Is the indicative figure of up to 80 spaces suitable for the type and size of centre the Council may build? How many spaces could be reserved for charging without affecting events and regular activities?
6. **Ownership and management:** If charging equipment sits on Parish Council land, who would own the bays and chargers, grant any operator's lease, maintain the equipment, enforce parking restrictions and deal with complaints? If an operator cannot be engaged who takes responsibility for non-delivery of the hub?

7. **Costs and income:** Who would pay for installation, power supply, repairs, replacement and removal? Would the Parish Council receive income, and would it take on any financial liability?
8. **Electricity supply:** Is there enough capacity for the proposed chargers as well as the community centre? Would locating chargers there affect the serviced site promised under the section 106 agreement?
9. **Timing:** When must the mobility hub be provided, and could its charging equipment be installed after the centre's design and parking needs are known?
10. **Other locations:** Could the mobility hub, or its charging element, be better placed elsewhere on the development, including the employment land? How would each option work with the required bus stops?
11. **Plans submitted to Wiltshire Council:** How can the Parish Council ensure the current concept drawing is treated as illustrative and does not fix the building position, parking layout or mobility hub location before members have agreed them?

ISSUE: 1  
All Intellectual Property Rights (including but not limited to copyright) subsisting in or arising out of this drawing and the building works depicted are owned by Pegasus Planning Group Ltd (Pegasus Group) and may not be copied, adapted, disseminated, reproduced and/or otherwise used without a written licence. Pegasus Group accepts no liability for any use of this drawing other than for its original purpose and by the original client except in circumstances where approval for use has been provided by Pegasus Group in writing. Use only written dimensions. Drawing prepared for planning application purposes only. Do not scale (or use) for construction, sales or any other purpose. Any queries to be reported to Pegasus Group for clarification. Copyright © Pegasus Planning Group Limited [2025]. Use of this drawing is subject to the Terms & Conditions available @ pegasusgroup.co.uk



- KEY:**
- SITE BOUNDARY 0.4HA
  - COMMUNITY CENTRE INDICATIVE AREA 400SQM
  - INDICATIVE SITE ACCESS (SUBJECT TO JUNCTION SPACING)
  - INDICATIVE PEDESTRIAN CONNECTIONS
  - PARKING - AREA TO CONTAIN UP TO 80 PARKING SPACES, INCLUDING DISABLED AND EV SPACES, ALONG WITH ASSOCIATED LANDSCAPING
  - MOBILITY HUB - TO CONTAIN SECURE BIKE PARKING SPACES AND EV CAR PARKING
  - MOBILITY HUB BUS STOPS - TO CONTAIN REAL TIME INFORMATION BOARD

PHASE 1, LAND AT BLACKMORE FARM, MELKSHAM – COMMUNITY HUB – DIMENSIONS

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: THA/JBY | APPROVED BY: STH | DATE: 25/09/2026 | SCALE: 1-500@A2 | DRWG: P25-2391\_DE\_02\_\_20 | CLIENT: BARRATT REDROW |



## **Suggestion for Town Bus "Route 16" to serve East of Melksham**

### **Outline / overview by Graham Ellis - 26<sup>th</sup> January 2025**

*I have been invited to comment / overview a proposed public transport (bus) link to provide connectivity to include new(er) residential communities to the East of Melksham. Much of this follows on from work done before (some references at base) - Graham*

#### **Background**

New housing has already been built, more has just got planning approval, and yet more is earmarked in the Wiltshire Local Plan to the East of the Town Centre, and some 2km to 3km from there. Major employment, secondary school and primary medical care is all located to the South of the town, and the railway station to the North West. Sports facilities and our Assembly Hall venue are in the Town Centre, the secondary venue (Spencers) is also to the North West.

Public transport passing the new housing just approved consists of a bus each way (Marlborough to Bath) on Mondays to Friday, and two bus journeys to pick you up from the Skylark Road Estate late morning. Fit people without luggage, shopping or children might reasonably be expected to walk or pedal cycle into "town" and perhaps even to the more distant railway station and Bowerhill employment, but the majority of journeys will need to be made by powered means.

Separate to this report - the issues for cars and being on the "wrong" side of the town, with tempting "rat-runs" through country lanes, direct routes west and north (dominant commuter flows) taking you through the Town Centre and over the single road bridge there, which is already congested. Headed to the north over "official" roads, you'll travel south on the eastern relief road, across the base of the town on the A365, then north on the Western bypass which is already very busy indeed.

Melksham is a lovely place to live - and it can be far more attractive to a wide range of potential residents - with a joined up public transport plan, taking people where they want to go, when they want to go, and connecting onwards for a wider range of destination too. (( When they want to come back too! )) We should note that just because a household has a car doesn't mean that everyone can drive it or have access to it at the same time - or indeed can drive at all.

This work is based on a great deal of work including needs surveys, consultations and a trial day to make sure it's practical.

## Suggested approach

### "Bus Route 16"

(I can give logic for the number)

from the Railway Station, via the Town Centre and Sandridge Road out to the Melksham East Relief Road. From there down to The Spa and Pathfinder Way, and through the Bowerhill Business Area to Hampton Park West, terminating at the Police Station with connections into the x34 bus.

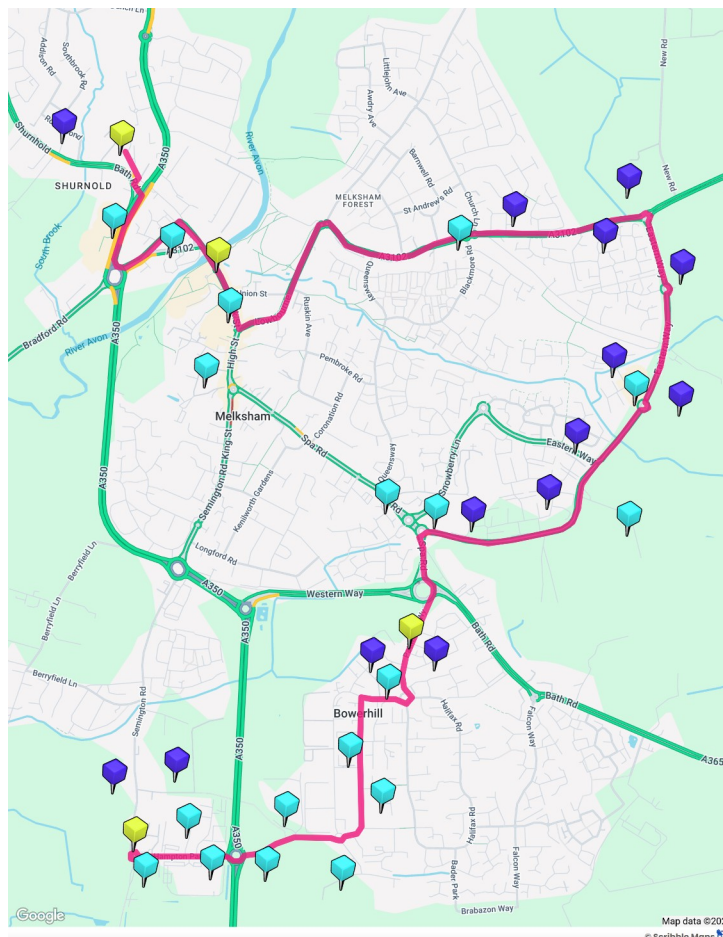
Red line – primary route

Blue pins – new residential

Yellow pin – transport links

Cyan pins – local destinations

Single vehicle, running hourly, from the railway station where trains call about every hour.



This approach is heavily needs based, highlighting where people live and where people want and need to go from their residences which are not within a short / pleasant walk / cycle. The service needs to be provided for the new housing by the time the first few houses are occupied. As there are already a significant number of new homes occupied in developments alongside the route, should start already "busy".



## Service suggestion – some more detail

Leaving the station 5 minutes after the train calls (typically xx:30) and getting back there 5 minutes before the next train. Running time on route 22 minutes, 6 minutes turn around time at the Police Station which is conveniently "over the hour" so staff on shifts that start / end on the hour can catch it without long waits.

Service to run the same hours that the train runs - in other words to meet the needs of the typical working age passenger and NOT aimed at the senior bus pass holder which existing route 14 does well but for different parts of Melksham.

On that same theme, the bus to pick up / drop off on the main road just outside the estates. That saves time wandering about in the houses, so the hourly run can be fitted in and more people will use a quicker service. Bus stops with shelters need to be provided on the side where lots of people will be waiting to join, and walkways out from the housing to those stops.



Service takes over most of the duties of what used to be the "15" that the single 14 now runs occasionally, allowing the 14 vehicle to be better employed.

I would anticipate that the vehicle used could / should be electric, but that is not an absolute necessity. One of the hurdles to electric vehicle adoption is the initial high cost, but with a suitable length agreement this should be practical.

Plans need to be in place for adequate staffing and availability of a backup vehicle in the event of any issues.

The route suggested does not compete with any commercial services and as such we won't be in trouble with unfair competition or abstraction rules. In any case, they look like they are changing under the this government to a system that will remove that issue, and the operational requirements of all the buses across the whole area may come under the direction of the Mayor of Wessex.



## Pictures

- previous page – testing route 16 at Melksham Station
- this page – the town bus route 14 in north Melksham
- this page – testing route 16 – Berryfield, on Holbrook Vale extension
- next page – some of our team

**Some adjustments** - it won't be able to be clock-face as the train time vary slightly. Adjustments might include

- \* Morning and afternoon runs diverted to serve Melksham Oak School It will be the previous run in the morning that has taken people to work and the one afterwards that gets them home, so Bowerhill business miss is not a problem.
- \* Two or three appropriate runs to extend to Holbrook Vale to allow existing town bus to be released from that daily run into and out of the town
- \* Two or three runs (between 07:00 and 08:00 and between 18:00 and 19:30) to be circular to save journey time / connect well and to provide additional peak commuter journeys
- \* Potential hour gap just after lunch for driver shift change and a quick charge at SEB on Spa Road

These adjustment are not shown on the map for clarity

## **Backing Material and experience**

– how do we know we have this right?

- \* Neighbourhood Plan, Local Plan and LTP4
- \* Priority for People evidence base
- \* Option 24/7
- \* Rail Link Bus experience
- \* Melksham Transport User Group



These notes put together by Graham Ellis, who was a founding member and Community Rail Officer at the TransWilts Community Rail Partnership, raising passenger numbers 25 fold in 5 years – 3,000 to 75,000 annual ticket sales. Graham has worked with and for Melksham within the "Option 24/7" banner and Melksham still has evening buses where they have been lost elsewhere, and recently improve Sunday buses.

Graham is a member of the board of TravelWatch SouthWest – the regional passenger transport user co-ordinator group – and (until the upcoming election – 1.5.2025) is a Town Councillor in Melksham.

[graham@sn12.net](mailto:graham@sn12.net)  
07974 925928  
<https://grahamellis.uk/>

# A public transport strategy for Melksham

*to help inform planning agreements / developer contributions*

**This is what is envisaged** - updated 3rd August 2025. Version 0.9 / E&OE - nothing greatly new here, but notes written while I am travelling and no great opportunity to meet up with others and check it with them. I will circulate today (3.8.2025) and come back with any "panic" updates

\* 1. **A train service at least hourly each way** to link Melksham to places across the region - for passengers to Swindon, Bristol, Salisbury, the South West, Southampton and London as well as to Trowbridge, Chippenham and Bath and the 2500 other stations across the network. All day, every day.

\* 2. **Bus services in four directions to our neighbouring towns** - north to Chippenham, south to Trowbridge, east to Devizes and West to Bath. Serving stops along the way and with selective diversions to serve residential areas as the pass close by. Half hourly during the day, hourly in the evening.

\* 3. **An outer area local bus service linking the major roads through the areas that are not within a short walking distance** of the town, campus, supermarkets and station and are not served by the between-town services to those facilities and to the Bowerhill and Hampton Park West employment areas. Running the same hours that the trains are timetabled, hourly, and scheduled to connect with all trains.

\* 4. **An inner area local bus service covering especially areas with high populations with more limited mobility with close-to-door services.** Base service every 30 minutes, some street served hourly (alternate services). Monday to Friday, daytime, and bus can be used for early / late school runs and peak station services

\* Also (5.) **Other services** such as the 68, 69, 555, x76 and SB2 which are all **for specific current passenger flows** and not to a "general use on the corridor" frequency retained and perhaps adjusted to improve their meeting of their purposes, which are wider than for just Melksham residents.

## Where do we stand on reaching those objectives?

**We are surprisingly close on many of those strategic objectives**, with many of the tactics of recent years heading us in the right direction. As would be expected, there are sometimes steps backwards as well as forward - the most catastrophic of which was combination of the old routes 14 and 15 onto a single vehicle early in Covid - "temporary change due to lack of drivers" but the second vehicle never came back and it has left a gap. What do we need in order to reach the strategic objectives?

a) for item 3 - the outer area local bus service - **we need an all day, every day connecting service.** As trialled and tested for viability in September 2022, and reported / described / updated in the document dated 25th January 2025, which I attach and for which developer contribution should be sought as it will serve the new housing areas being planned as well as other recent developments to the east of Melksham which have no (or just one or two) bus services a day.

b) for item 1 - **the train service needs to be at least hourly each way** - and indeed there is now serious discussion of it running every half hour which would

transform it out of recognition. To run even hourly, infrastructure improvements such as a passing loop near Melksham would be needed, and with that the trains going each way in the hour would be at Melksham just a few minutes apart and so a single bus would connect with the trains from and to both directions on the railway. Convention across Europe (and it's practical) have it that bus services arrive a few minutes before the train, then leave directly after the train has called waiting a few minutes if the train is late.

c) for item 2 - **we are short of Sunday evening buses, and buses on all evenings from Chippenham and Trowbridge**. The Sunday bus to Trowbridge needs extending to Trinity Church to connect with trains (it already goes there the rest of the week) and the Monday to Saturday bus to Chippenham needs to go the railway station (it already does on a few inbound in the morning and outbound in the evening, and all day Sundays on request). The Bath bus very usefully calls at the stop on Manvers Street directly opposite the railway station, but does not call thereon its return toward Melksham. From a passenger viewpoint it could usefully do so; passengers who connect from train to bus on a regular basis are too familiar with the sight of the 271/2/3 leaving (passing them) as they dash to the Bus Station to try and catch it.

d) also for item 2 - an **additional bus stop** should be provided on the A365 at the top of Station Approach for the buses to and from Bath to provide connection to the Bowerhill area, and to Shaw and Whitley, and on the A350 to provide connections to Beanacre, and to Semington via Berryfield. The buses here pass by Station Approach at present but without stopping

e) for item 4 - the Town Bus no longer has to stretch to serving the outer areas too, and can offer a more robust service every 30 minutes at busiest times. Consideration should be given to **reversing the direction at least of alternate services** as at present it is unbalanced with up to 3 service an hour running "down" Queensway ("to the doctors from where I live") but none going the other way ("to get back home, I have to take the bus into Town and change buses")

*Correlated by Graham Ellis, former Melksham Town Councillor (retired), deputy chair of Melksham Neighbourhood Plan steering Group, chair of the Melksham Transport User Group. Reachable via [graham@sn12.net](mailto:graham@sn12.net) / written away from Melksham where I will be back from around 15<sup>th</sup> August.*

I do not have the latest pricing models / examples here with me and I would suggest that the public transport team at Wiltshire Council would be good people to give you an current estimate based on other recent contracts across the country.

The outer service vehicle would require 2 drivers each day, and it would make sense and be much better in the longer term if it were an electric vehicle. For that, an 8 year contract rather than the WC standard of 4 years would justify infrastructure and modern vehicle investment (rather than an older diesel vehicle being drafted in for 4 years) and would set the scene for the inner vehicle going electric at its next contract / renewal. Operating a single local electric vehicle is very much a stepping stone and whilst on that stepping stone robust backup provision – such as the ability to call up and pay for a stand-in would be needed if the reliable service that passengers would expect and require was to be provided.

---

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

---

**From** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

**Date** Wed 16/09/2026 10:57

**To** Collins, Gen <Gen.Collins@wiltshire.gov.uk>; Developmentmanagement  
<developmentmanagement@wiltshire.gov.uk>

**Cc** Fiona Dey <office@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk  
<andrew.griffin@wiltshire.gov.uk>; Green, Kenny <kenny.green@wiltshire.gov.uk>

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](mailto:gen.collins@wiltshire.gov.uk)

Web: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

**We are Recruiting** – click here [Jobs at Wiltshire](#) for further details

Follow Wiltshire Council



[Sign up](#) to Wiltshire Council's email news service

---

**From:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>

**Sent:** 14 September 2026 12:30

**To:** Collins, Gen <[Gen.Collins@wiltshire.gov.uk](mailto:Gen.Collins@wiltshire.gov.uk)>

**Cc:** Fiona Dey <[office@melkshamwithout-pc.gov.uk](mailto:office@melkshamwithout-pc.gov.uk)>; Griffin, Andrew <[Andrew.Griffin@wiltshire.gov.uk](mailto: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 19<sup>th</sup> August was that the building height parameter plans were removed from the decision notice; and there are no draft Minutes on the website to confirm our understanding.

We are therefore unclear why a Building Heights Parameter Plan has been submitted on the following day, 20<sup>th</sup> August; if this was removed from the application decision. The parish council's Planning Committee are looking at this at their meeting tonight, as this has been raised by residents of Semington Road.

Can you please advise?

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](http://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](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to [admin@melkshamwithout-pc.gov.uk](mailto:admin@melkshamwithout-pc.gov.uk)

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:** Martin Haffenden <  
**Sent:** 10 September 2026 08:05  
**To:** Gen Collins <[gen.collins@wiltshire.gov.uk](mailto:gen.collins@wiltshire.gov.uk)>  
**Cc:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>  
**Subject:** Re: Land north of Berryfield Lane PL/2025/00626

Hi Gen

I note the developer has submitted a new Building Heights Parameter Plan for this application site. Unfortunately it still fails to comply with what I believe was agreed at the Western Area Planning Committee in August.

Although the western field has had the building heights modified to 2 stories maximum to be sympathetic to the existing properties, the plan for the eastern field remains unmodified with 2.5 storey housing still permitted despite a large number of neighbouring properties bordering this field being bungalows.

I understood that the condition for development being accepted was for no development on the site to be above 2 storey.

Regards

Martin Haffenden

On 05/11/25 at 3:08 PM, <[Gen Collins](#)> wrote:

Thank you for your email Mr Haffenden. I will draw my drainage colleague's attention to this representation.

Are you happy for it to be uploaded to the online public planning file as a formal representation?

Regards  
Gen

**Gen Collins LLB (Hons) MA MRTPI**

**Principal Planning Officer**

Development Management

Place Directorate



Tel: 01225 770259

Ext: 15259

Email: [gen.collins@wiltshire.gov.uk](mailto:gen.collins@wiltshire.gov.uk)

Web: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

**We are Recruiting** – click here [Jobs at Wiltshire](#) for further details

Follow Wiltshire Council



[Sign up](#) to Wiltshire Council's email news service

---

**From:** Martin Haffenden <

**Sent:** 05 November 2025 15:06

**To:** Collins, Gen <[Gen.Collins@wiltshire.gov.uk](mailto:Gen.Collins@wiltshire.gov.uk)>

**Subject:** Land north of Berryfield Lane PL/2025/00626

You don't often get email from [martin@haffenden.simplyms.com](mailto:martin@haffenden.simplyms.com). [Learn why this is important](#)

Good afternoon Gen

I live at 626 Semington Road, Melksham and border this proposed development site on the eastern boundary.

I have added a formal objection on the council website but would like to add some additional comments directly regarding drainage issues and lack of consultation from the developer. My property fence line backs onto the where the attenuation pond is intended to be built. My concerns are that this pond is literally centimetres from my rear gate and fence and as a result will almost certainly increase my property and my neighbours properties flood risks. All that seems to have happened with this new plan is that the developer has appeased the Wilts and Berks Canal team and ignored the residents of the properties on the eastern border. There has been no consultation or communication with Tor, the agent and this appears to me to be a fait accompli.

The solution is supposedly "temporary" until the canal is built, but it seems to be poorly thought out and reckless in the extreme.

The bottom of my garden floods every year now. Putting a pond up close to my garden fence in the hope that it might cope with all the run off from the proposed development and the fields

to the north, will only increase my flood risk and seems very poorly considered in my view. I would urge rejection of the whole scheme, but in the event that it gains approval I would expect the council to be supportive of existing residents in order to get the attenuation pond reconfigured and moved further away from our properties. Thank you.

Regards

Martin Haffenden  
626 Semington Road

-----

This email originates from Wiltshire Council and any files transmitted with it may contain confidential information and may be subject to Copyright or Intellectual Property rights. It is intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender and delete the email from your inbox. Any disclosure, reproduction, dissemination, modification and distribution of the contents of the email is strictly prohibited. Email content may be monitored by Wiltshire Council to ensure compliance with its policies and procedures. No contract is intended by this email, and any personal opinions expressed in this message are those of the sender and should not be taken as representing views of Wiltshire Council. Please note Wiltshire Council utilises anti-virus scanning software but does not warrant that any e-mail or attachments are free from viruses or other defects and accepts no liability for any losses resulting from infected e-mail transmissions. Receipt of this e-mail does not imply consent to use or provide this e-mail address to any third party for any purpose. Wiltshire Council will not request the disclosure of personal financial information by means of e-mail any such request should be confirmed in writing by contacting Wiltshire Council.

Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>

---

## MWPC view on Highways comments for Land East of Blackmore Farm PL/2026/02966 – Land East of Blackmore Farm

---

From Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>

Date Mon 28/09/2026 16:41

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

Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; saffi.rabey@melksham-tc.gov.uk <saffi.rabey@melksham-tc.gov.uk>; Committee Clerk <committee.clerk@melksham-tc.gov.uk>; Vick, Andrew <Andrew.Vick@atkinsrealis.com>; Alex Jelley <alex.jelley@ceresproperty.co.uk>; Corps, Kimberly <Kimberly.Corps@wiltshire.gov.uk>

Dear Teresa,

Thank you for your email below. The Parish Council has raised a query as to the extent of the cumulative assessment; after consulting the TA (Transport Assessment) which is in the public domain, I can confirm the following have been considered (see TA, 8.3.1);

- Phase 1 – 500 residential dwellings, employment and land for a 2FE primary school (planning reference: PL/2023/11188).
- Land South of Snarlton Farm (planning ref: PL/2023/07097) – 300 residential dwellings.
- Land North of A3102 (planning red: PL PL/2024/10345) – 295 residential dwellings.
- Land East of Spa Road, Melksham (planning ref: 14/10461/OUT) – 450 residential dwellings, adjusted to 345 dwellings to allow for completions at the time of the traffic surveys.
- Land South of The Spa, Melksham (planning ref: 16/01123/OUT) – 235 residential dwellings adjusted to 99 dwellings to allow for completions at the time of the traffic surveys

The TA for Blackmore Farm, Melksham Phase 2 traffic analysis does not take into account the Lidl development adjacent to Eastern Way. This is probably due to the fact that the TA for Melksham Phase 2 is dated 06/05/26 whilst the TA for Lidl (PL/2026/02458) was uploaded to the planning portal on 15/04/26. After consulting the trip generation from the Lidl TA, the highest week-day peak period is PM with 111 vehicles arriving to site (see table 5.3). The additional traffic of 111 vehicles would equate to an extra vehicle on Eastern Way to one every 32 seconds. The junction modelling undertaken for accumulative traffic for the Phase 2 development for Eastern Way roundabout illustrates for 2031 scenario, that the highest RFC is AM and PM peak for Sandridge Common Eastbound 0.86. It is considered that the addition traffic from the Lidl development will not adversely affect the performance of this roundabout. Given the accumulative traffic analysis undertaken, it is considered that a new roundabout for PL/2026/02966 – Land East of Blackmore Farm is not required.

The reference to Ashton Park development was an error on the part of the colleague dealing with the Blackmore application, and I apologise that this reference was inadvertently included in the response. Notwithstanding this, as TA, 8.3.1 (see above regarding cumulative assessment) details in full the accumulative sites incorporated into the traffic analysis undertaken.

The comment regarding the A3102 Lowbourne arm of the Sandridge Road/Forest Road/Club Access junction as having an RFC of 0.86 in the 2031 proposed and committed development

scenario, was a reference to junction with the highest RFC. The junction analysis employed by the transport consultant, is based upon a linear regression model incorporating a deterministic methodology and a stochastic approach. RFC determined by such a model, when approaching 0.85 can fluctuate slightly and the junction could be at capacity during peak periods. It is considered this would only be a short time duration and given the location of Sandridge Road/Forest Road/Club Access junction, a slightly revised junction (given the slight RFC increase) would not be likely to introduce noticeable congestion change at this junction.

With regard to Eastern Way, I can confirm that the only vehicle access will be via Sandridge Common, drawing ITB12069-GA-006 Rev E as detailed in the highways response under proposed site access.

I have noted that the route of the bypass crosses part of the development site. The Local plan having been withdrawn along with its proposed Melksham bypass safeguarding policy, the bypass route shown on the Council website therefore carries very little weight in the planning balance. There is no allocated funding for it. I am continuing to discuss internally including with the team responsible for the bypass scheme whether in these circumstances the development should address and consider the bypass.

Thank you for writing and I trust this response goes some way to clarifying the highway position on 26/02966.

Kind regards,  
Mark Wiltshire

**Mark Wiltshire MIHE**  
**Principal Transport and Development Manager**  
**Highways Development Management**

**Wiltshire Council**

**Trowbridge, BA14 8JN**

**01225 713448**

[mark.wiltshire@wiltshire.gov.uk](mailto:mark.wiltshire@wiltshire.gov.uk)  
[www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

---

**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

**Sent:** 03 September 2026 18:27

**To:** Developmentmanagement <Developmentmanagement@wiltshire.gov.uk>; Alex Jelley <alex.jelley@ceresproperty.co.uk>; Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>

**Cc:** Fiona Dey <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; saffi.rabey@melksham-tc.gov.uk; Committee Clerk <committee.clerk@melksham-tc.gov.uk>

**Subject:** MWPC view on Highways comments for Land East of Blackmore Farm PL/2026/02966 – Land East of Blackmore Farm

**Development Management** – please consider these additional comments as submission for **PL/2026/02966 – Land East of Blackmore Farm**

Dear Alex, Mark and Melksham Town Council colleagues,

I am writing on behalf of Melksham Without Parish Council following consideration of the Highways consultation response dated 10 July 2026 in relation to **PL/2026/02966 – Land East of Blackmore**

**Farm** (attached for ease of reference)

The Parish Council has a number of concerns regarding the conclusions reached in the Highways response and would be grateful if these could be reviewed before the application is determined.

Firstly, the Parish Council does not agree with the conclusion that a roundabout is not required on the A3102/Sandridge Common Road.

We note that the Highways response refers to modelling of the 2031 scenario including the proposed development and committed development at Phase 1. However, it is not sufficiently clear from the response what has been included within the cumulative assessment.

Immediately adjoining this application is the approved Phase 1 Blackmore Farm development of 500 dwellings, for which a roundabout was originally proposed in connection with development in this location. Directly opposite is New Road Farm, for 295 dwellings and a children's nursery, together with the Lidl development adjoining the 500-home development to the west.

Could the Highway Authority therefore please confirm explicitly whether each of these developments, including the traffic associated with the proposed nursery, together with any other committed development likely to affect this section of the highway network, has been included within the traffic modelling and cumulative assessment?

We also note that the Traffic Impact Assessment section of the Highways response refers to the "Ashton Park development" as one of the elements used in the 2031 cumulative analysis. Ashton Park is associated with development at Trowbridge rather than Melksham, so we would be grateful for clarification as to why it has been referenced in this assessment and whether this reference is correct. This raises a wider concern as to whether the correct committed developments have been included within the cumulative modelling. We would therefore be grateful for confirmation of precisely which developments were included, together with the assumptions applied.

If the nearby developments referred to above have not been fully included, we would question whether it is appropriate to conclude that a roundabout is unnecessary until the combined and cumulative effect of development in this part of Melksham has been properly assessed.

This is particularly relevant given that the Highways response itself identifies the A3102 Lowbourn arm of the Sandridge Road/Forest Road/Club Access junction as having an RFC of 0.86 in the 2031 proposed and committed development scenario, whilst also noting that an RFC of 0.85 or above is approaching maximum capacity.

We are also concerned by the references within the Highways response to connections to Eastern Way. As we understand the proposals, these connections are for walking and cycling only, rather than vehicular access. We would therefore appreciate clarification, as the present wording could give the misleading impression that the development has a vehicular connection to Eastern Way.

Finally, the Highways response makes no reference to the proposed route of the Melksham Bypass, which passes through the application site. The Parish Council considers this a significant omission, given the potential for development of this land to prejudice the future delivery of the route. Whilst we appreciate that the safeguarding policy contained within the withdrawn Wiltshire Local Plan may no longer carry policy weight, that does not mean that the strategic intention to deliver the route has disappeared. The bypass would ultimately be a National Highways project, but considerable work has already been undertaken by Wiltshire Council in developing the business case for the scheme, and Wiltshire Council's future budget planning identifies Community Infrastructure Levy (CIL) expenditure towards this work. The importance of the route is also reflected in Priority Statement 1 of the Joint Melksham Neighbourhood Plan 2.

The proposed bypass is not simply a local highway improvement. It has wider strategic importance as part of the ambition for an improved route between Gloucester and the south coast through the Western Gateway area. In that context, we are particularly concerned that a development of this scale could be permitted across the proposed route without the implications for its future delivery being explicitly addressed within the Highway Authority's consultation response.

Could you therefore please confirm:

1. whether the proposed Melksham Bypass route has been taken into account in the highways assessment of PL/2026/02966;
2. whether the relevant Wiltshire Council teams responsible for the development of the bypass business case have been consulted on this application; and

3. what consideration has been given to ensuring that development of this site would not prejudice or materially increase the cost of delivering the bypass in the future.

In light of the above, the Parish Council would ask that the Highway Authority reviews its consultation response, in particular the cumulative traffic assessment, the conclusion regarding the need for a roundabout, and the implications of the development for the proposed Melksham Bypass, before the application is determined.

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](http://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](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to

[admin@melkshamwithout-pc.gov.uk](mailto:admin@melkshamwithout-pc.gov.uk)

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.

Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>

---

**Re: Middle Farm, Corsham Road – PL/2024/09725**

---

**From** Alford, Phil <Phil.Alford@wiltshire.gov.uk>  
**Date** Mon 21/09/2026 22:03  
**To** Wise, Isobella <Isobella.Wise@wiltshire.gov.uk>  
**Cc** Fiona Dey <office@melkshamwithout-pc.gov.uk>

Hi Isobella,

I'm just emailing to follow up on the email chain today and confirm that I am happy to withdraw the call in for middle farm.

All the best and thanks for everything,

Phil

Sent from [Outlook for Android](#)

---

**From:** Wise, Isobella <Isobella.Wise@wiltshire.gov.uk>  
**Sent:** Monday, 21 September 2026 15:08:40  
**To:** Fiona Dey <office@melkshamwithout-pc.gov.uk>; Alison@rawplanning.co.uk <Alison@rawplanning.co.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>  
**Cc:** Abi Leeder <absleeder@hotmail.co.uk>; Clinton Dicks <c.westlands.lane@outlook.com>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Subject:** RE: Middle Farm, Corsham Road – PL/2024/09725

Good afternoon, Fiona,

Thank you for keeping me copied in on your reply.

I can confirm that the draft officers report and recommendation contained within (which would be included as part of the legal instruction to begin drafting the S106 agreement) indicates that any approval of planning permission would be subject to conditions and legal agreements, including the following:

- 9no. affordable dwellings (approximately 41%)
- Pedestrian and highway improvement works, including footway and crossing improvements, bus stop enhancements, and PRow improvements
- The LLFAs requirements, including detailed drainage design, testing, implementation and long-term maintenance arrangements
- Measures to ensure that the development does not prejudice the comprehensive development of the wider allocation
- Appropriate public open space, play provision and associated management arrangements.

I can also confirm that the Parish Council's request for the committee decision to be withdrawn (which would need to be confirmed in writing by Cllr [@Alford, Phil](#)) would not affect the Parish

Council's right to comment on future reserved matters applications, or other submissions relating to the wider allocation area.

Finally, I can confirm that the Parish Council's request for sight of the draft S106 prior to signing would be passed onto the legal team as part of our legal instruction and note that the applicant has, within the letters of promise, demonstrated a commitment to their engagement with the Parish Council.

Once Cllr Alford has confirmed that the request for committee decision is withdrawn, and I have received agreement to a necessary EoT (this will be discussed separately with [@Alison@rawplanning.co.uk](mailto:Alison@rawplanning.co.uk)) I will be in a position to make the legal instruction.

Kind regards,  
**Isobella Wise**  
Senior Planning Officer  
Planning, Economy and Climate



Tel: 03004560114  
Email: [isobella.wise@wiltshire.gov.uk](mailto:isobella.wise@wiltshire.gov.uk)  
Website: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

Your opinion matters - how did we do? [Feedback Survey](#).

---

**From:** Fiona Dey <[office@melkshamwithout-pc.gov.uk](mailto:office@melkshamwithout-pc.gov.uk)>  
**Sent:** 21 September 2026 14:16  
**To:** [Alison@rawplanning.co.uk](mailto:Alison@rawplanning.co.uk)  
**Cc:** Abi Leeder <[absleeder@hotmail.co.uk](mailto:absleeder@hotmail.co.uk)>; Clinton Dicks <[c.westlands.lane@outlook.com](mailto:c.westlands.lane@outlook.com)>; Wise, Isobella <[Isobella.Wise@wiltshire.gov.uk](mailto:Isobella.Wise@wiltshire.gov.uk)>; Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>; Alford, Phil <[Phil.Alford@wiltshire.gov.uk](mailto:Phil.Alford@wiltshire.gov.uk)>; Developmentmanagement <[Developmentmanagement@wiltshire.gov.uk](mailto:Developmentmanagement@wiltshire.gov.uk)>  
**Subject:** Re: Middle Farm, Corsham Road – PL/2024/09725

Dear Alison,

At the MWPC Planning Committee meeting on Monday 14<sup>th</sup> September 2026, the following was resolved:

**Resolved:** To withdraw the call-in request to avoid further unnecessary delay, subject to written confirmation from Wiltshire Council that any delegated approval will secure 40% affordable housing, the required pedestrian and highway works, Lead Local Flood Authority drainage requirements, the connection necessary for comprehensive development of the remainder of the allocation, and appropriate open space. The Parish Council requested sight of the draft Section 106 agreement. Withdrawal was not to be interpreted as relinquishing the Council's interest in reserved matters or comprehensive development of the wider JMNP2 Policy 7.5 allocation

Kind regards  
Fiona

---

**From:** Alison Whalley <[Alison@rawplanning.co.uk](mailto:Alison@rawplanning.co.uk)>  
**Sent:** 03 September 2026 18:19  
**To:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>  
**Cc:** Wise, Isobella <[isobella.wise@wiltshire.gov.uk](mailto:isobella.wise@wiltshire.gov.uk)>; Abi Leeder <[absleeder@hotmail.co.uk](mailto:absleeder@hotmail.co.uk)>; Clinton Dicks <[c.westlands.lane@outlook.com](mailto:c.westlands.lane@outlook.com)>  
**Subject:** Middle Farm, Corsham Road – PL/2024/09725  
**Importance:** High

Hi Teresa,

Further to the Parish Council's recent comments, please find attached a letter which responds to the remaining points raised.

We have appreciated the constructive discussions we have had with the Parish Council throughout the application and I hope the letter provides the reassurance members are seeking. In particular, a number of the matters raised have now been confirmed by the Council's technical officers or can be appropriately secured through conditions and the Section 106 Agreement.

We are keen to keep the application moving and reach the point where the Parish Council feels able to support the application and withdraw the call-in request. This would allow the application to progress towards a recommendation and enable the formal Section 106 process to commence.

I would be grateful if you could circulate the attached to members and, as always, I am very happy to discuss any points with you or the Parish Council.

Best wishes,

Alison

**Alison Whalley BA (Hons) DipTP MRTPI**  
**Director**  
**M:** 07841 417344  
**E:** [alison@rawplanning.co.uk](mailto:alison@rawplanning.co.uk)  
**W:** [www.rawplanning.co.uk](http://www.rawplanning.co.uk)

**Teresa Strange**

---

**From:** Teresa Strange  
**Sent:** 24 September 2026 16:11  
**To:** Richard Wood  
**Subject:** Additional comment for the Local Plan

Hi Richard

Just one additional comment to add to the Local Plan scoping consultation – after a conversation with Vaughan.

I have seen David and John G when they have come into the office to do the finance bits, and they are happy for its inclusion, so just running past you for as per delegated powers.

All the best, Teresa

**Request under Delegated Powers for additional comment to be added to the Wiltshire Local Plan scoping consultation**

**First Homes local connection**

As a side note to another conversation, Vaughan has suggested that we include a point in our Local Plan response about First Homes and local connection, having just seen the approach taken in the Royal Wootton Bassett Neighbourhood Plan.

The principle is already supported in the Government's Planning Practice Guidance, which allows local eligibility/local connection criteria to apply to First Homes for the initial marketing period. Having looked into it further, I have also found that this was already included in the withdrawn Wiltshire Local Plan, which referred to the Wiltshire Council Allocations Policy local connection test applying for the first three months from when a First Home is first marketed.

That previous Wiltshire approach was more local than simply requiring a connection somewhere within the county, with priority operating at town/parish or neighbourhood-plan-area level.

I have delegated powers to add to the Local Plan comments, provided I run any additional points past Richard as Chair of Planning, John Glover as Chair of Council and David in relation to the Neighbourhood Plan.

**I am therefore proposing to add a short point asking that the new Wiltshire Local Plan retains this locally focused approach, so that First Homes are initially prioritised for qualifying people with a genuine connection to the local area in which the development is taking place.**

Please let me know if you are happy for me to include this.

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](http://www.melkshamwithout-pc.gov.uk)

Bythesea Road  
Trowbridge  
BA14 8JN  
Find the office on [Google Maps](#)

#### **Travelling by car**

Postcode for satnav: BA14 8JN

Visitor parking is at the front of the main building for 2 hours. Please input your car registration details on arrival. There are several pay and display car parks within a 5-minute walk of County Hall.

#### **Travelling by Rail**

Trowbridge railway station is, approximately, a 10-minute walk from County Hall.

---

**From:** Thorn, Ian <Ian.Thorn@wiltshire.gov.uk>

**Sent:** 26 August 2026 10:21

**To:** Strategic Planning <StrategicPlanning@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

**Cc:** Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>; Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>; Hubbard, Jon <Jon.Hubbard@wiltshire.gov.uk>; Westbrook, Jennie <Jennie.Westbrook@wiltshire.gov.uk>; Charlie Stokes <charlie.stokes@melksham-tc.gov.uk>; CEO <ceo@melksham-tc.gov.uk>; Thomas, Nic <Nic.Thomas@wiltshire.gov.uk>; Clampitt-Dix, Georgina <georgina.clampitt-dix@wiltshire.gov.uk>; Cleasby, Kymee <Kymee.Cleasby@wiltshire.gov.uk>; saffi.rabey@melksham-tc.gov.uk; Fiona Dey <office@melkshamwithout-pc.gov.uk>; Rogers, Richard <Richard.Rogers@wiltshire.gov.uk>

**Subject:** Re: REQUEST FOR MELKSHAM EVENT - Local Plan scoping consultation public engagement events

Dear Teresa,

Thank you for your email. And thanks for taking my call yesterday afternoon.

This is the third round of consultation I have been involved in since becoming council leader. The first two were the Our Wiltshire Plan and the Budget. Each time we have a limited amount of resource and people and, sadly, can't come to every town in Wiltshire each time. We did come to Melksham for the Our Wiltshire Plan.

However, I absolutely recognise the level of development in and near Melksham in recent years, proposals coming forward and the challenge of delivering appropriate infrastructure.

I would like to propose a number of Melksham and Melksham Without actions. First, I like Jenny's proposal for a round table discussion. I would hope this will take place in September (diaries allowing) and include both parishes, the WC Local Plan team, local WC councillors and anyone else you and your colleagues would like to invite. I am keen that this round table should meet in Melksham on a regular basis over the thirty months of the creation of the Local Plan.

I have also asked to attend the next round of Area Boards to discuss the Local Pan programme and challenges, with stakeholders and the public, and look forward to a discussion at the next available Melksham Area Board.

I am also happy to confirm that one of the consultation events for the following round of consultation will come to Melksham.

I hope this underlines my commitment to engaging Melksham and Melksham Without on the Local Plan and enormous challenges we face. I am very happy to look at any other thoughts you have.

Please do comeback.

Best wishes,

Ian

---

**From:** Strategic Planning <[StrategicPlanning@wiltshire.gov.uk](mailto:StrategicPlanning@wiltshire.gov.uk)>

**Sent:** Wednesday, August 26, 2026 09:03

**To:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>; Thorn, Ian <[Ian.Thorn@wiltshire.gov.uk](mailto:Ian.Thorn@wiltshire.gov.uk)>

**Cc:** Holder, Nick <[Nick.Holder@wiltshire.gov.uk](mailto:Nick.Holder@wiltshire.gov.uk)>; Alford, Phil <[Phil.Alford@wiltshire.gov.uk](mailto:Phil.Alford@wiltshire.gov.uk)>; Griffin, Andrew <[Andrew.Griffin@wiltshire.gov.uk](mailto:Andrew.Griffin@wiltshire.gov.uk)>; Hubbard, Jon <[Jon.Hubbard@wiltshire.gov.uk](mailto:Jon.Hubbard@wiltshire.gov.uk)>; Westbrook, Jennie <[Jennie.Westbrook@wiltshire.gov.uk](mailto:Jennie.Westbrook@wiltshire.gov.uk)>; Charlie Stokes <[charlie.stokes@melksham-tc.gov.uk](mailto:charlie.stokes@melksham-tc.gov.uk)>; CEO <[ceo@melksham-tc.gov.uk](mailto:ceo@melksham-tc.gov.uk)>; [saffi.rabey@melksham-tc.gov.uk](mailto:saffi.rabey@melksham-tc.gov.uk) <[saffi.rabey@melksham-tc.gov.uk](mailto:saffi.rabey@melksham-tc.gov.uk)>; Fiona Dey <[office@melkshamwithout-pc.gov.uk](mailto:office@melkshamwithout-pc.gov.uk)>; Rogers, Richard <[Richard.Rogers@wiltshire.gov.uk](mailto:Richard.Rogers@wiltshire.gov.uk)>; Strategic Planning <[StrategicPlanning@wiltshire.gov.uk](mailto:StrategicPlanning@wiltshire.gov.uk)>

**Subject:** RE: REQUEST FOR MELKSHAM EVENT - Local Plan scoping consultation public engagement events

Dear Cllr Strange,

Thank you for your email and for sharing Melksham Without Parish Council's views on the Local Plan scoping consultation programme.

As part of the Local Plan scoping consultation, we will be holding five in-person events for residents, alongside three workshops for town and parish councils and members to attend. This is in addition to an online webinar that is open for to all to sign up to. It is worth noting that many authorities undertaking similar scoping consultations have done so entirely online and have not held any in-person events.

The resident events are intended to engage people from across Wiltshire rather than individual communities. A key objective of the consultation is to understand residents' preferred methods of engagement for future stages of Local Plan preparation, and we have deliberately included market-based events to help reach people who may not typically participate in planning consultations.

We are also preparing a toolkit which will be shared with all town and parish councils, encouraging them to hold sessions within their communities. This will include a short slide deck and outline discussion points to facilitate conversations and engagement. Unfortunately, we do not have capacity internally to facilitate meetings with individual town councils but hope town councils will support this.

Should Melksham Without Parish Council wish to host its own event using the toolkit, we would very much welcome this which will hopefully facilitate feedback being received as part of the consultation.

Kind regards,

Simon

**Simon Nott, MSc, MRTPI**

Senior Planning Officer

Planning, Economy and Climate

Tel: 01380 826349

Email: [simon.nott@wiltshire.gov.uk](mailto:simon.nott@wiltshire.gov.uk)

Web: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

Your opinion matters - how did we do? [Feedback Survey](#)

Follow Wiltshire Council

[Sign up](#) to Wiltshire Council's Planning email news service

---

**From:** Teresa Strange <[clerk@melkshamwithout-pc.gov.uk](mailto:clerk@melkshamwithout-pc.gov.uk)>

**Sent:** 25 August 2026 10:59

**To:** Strategic Planning <[StrategicPlanning@wiltshire.gov.uk](mailto:StrategicPlanning@wiltshire.gov.uk)>; Thorn, Ian <[Ian.Thorn@wiltshire.gov.uk](mailto:Ian.Thorn@wiltshire.gov.uk)>

**Cc:** Holder, Nick <[Nick.Holder@wiltshire.gov.uk](mailto:Nick.Holder@wiltshire.gov.uk)>; Alford, Phil <[Phil.Alford@wiltshire.gov.uk](mailto:Phil.Alford@wiltshire.gov.uk)>; Griffin, Andrew <[Andrew.Griffin@wiltshire.gov.uk](mailto:Andrew.Griffin@wiltshire.gov.uk)>; Hubbard, Jon <[Jon.Hubbard@wiltshire.gov.uk](mailto:Jon.Hubbard@wiltshire.gov.uk)>; Westbrook, Jennie <[Jennie.Westbrook@wiltshire.gov.uk](mailto:Jennie.Westbrook@wiltshire.gov.uk)>; Charlie Stokes <[charlie.stokes@melksham-tc.gov.uk](mailto:charlie.stokes@melksham-tc.gov.uk)>; CEO <[ceo@melksham-tc.gov.uk](mailto:ceo@melksham-tc.gov.uk)>; [saffi.rabey@melksham-tc.gov.uk](mailto:saffi.rabey@melksham-tc.gov.uk); Fiona Dey <[office@melkshamwithout-pc.gov.uk](mailto:office@melkshamwithout-pc.gov.uk)>; Rogers, Richard <[Richard.Rogers@wiltshire.gov.uk](mailto:Richard.Rogers@wiltshire.gov.uk)>

**Subject:** REQUEST FOR MELKSHAM EVENT - Local Plan scoping consultation public engagement events

Dear Cllr Ian Thorn (Local Plan lead) and Spatial Planning

Having reviewed the programme of public engagement events for the Local Plan Scoping Consultation, Melksham Without parish council is concerned that no event is currently proposed in Melksham. The consultation includes events in Chippenham, Salisbury, Royal Wootton Bassett, Devizes and Trowbridge, but none in Melksham.

At last week's Western Area Committee meeting, Kenny Green referred to Melksham as a high-growth area and highlighted its significance in accommodating future development. Given this, it is difficult to understand why one of Wiltshire's largest growth areas is not being offered a dedicated public engagement event as part of the consultation programme. Residents in the Melksham area are already experiencing considerable development pressure through speculative development proposals, major planning applications and pre-application schemes. There is significant interest locally in understanding the emerging Local Plan, the rationale behind future growth proposals, how growth will be distributed across the county and what supporting infrastructure will be required.

This is particularly important given the relatively recent making of the Melksham Neighbourhood Plan, which was developed through extensive community engagement and established a locally-led vision for the area. Together with recent appeal decisions affecting sites within the parish, this has heightened public interest in how planning policy will shape future development.

We therefore strongly urge Wiltshire Council to add a public engagement event in Melksham to the consultation programme. Residents should have the opportunity to hear directly from Wiltshire Council officers and members, understand the reasoning behind the emerging Local Plan, and ask questions about what it could mean for their communities.

Melksham is well placed to host such an event. The Melksham Community Campus provides an excellent, accessible venue capable of accommodating a substantial audience. Alternatively, a session linked to a Melksham market day would provide an effective opportunity to engage with a broad cross-section of residents.

Given the scale of existing development pressures in the Melksham area, and the likelihood that it will continue to play a significant role in Wiltshire's future growth strategy, we consider the absence of a public engagement event in Melksham to be a significant omission from the consultation programme.

Regards,

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

---

## Appeal Decision

Site visit made on 26 August 2026

by **E Worley BA (Hons) Dip EP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 23 September 2026

---

**Appeal Ref: 6008970**

**Outmarsh Farm, Outmarsh, Semington, Wiltshire BA146JX**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
  - The appeal is made by Mr Robert Vaughan against the decision of Wiltshire Council.
  - The application Ref is PL/2025/08409.
  - The development is the siting of a static caravan for temporary residential use in connection with agricultural operations for a period of three years.
- 

### Decision

1. The appeal is dismissed.

### Preliminary Matters

2. The description of development in the banner heading above is taken from the application form, however; I have removed the superfluous words that are not acts of development.
3. I offered the parties opportunity to comment on whether recent revisions to the National Planning Policy Framework (the Framework) affected their case. In responding, the Council produced an updated version of their agricultural assessment, but while updating policy references it was materially the same as the previous version. While the appellant did not provide comment in relation to the Framework, the Council's submissions are essentially limited to updating policy references and do not indicate a major change in the approach that they would have taken in this case. Therefore, no injustice would arise from my taking account of this evidence.

### Main Issues

4. The main issues are:
  - whether there is an essential need for a dwelling to accommodate a rural worker; and
  - the effect of the development on the character and appearance of the area.

### Reasons

#### *Essential need*

5. The appeal site comprises a parcel of land at Outmarsh Farm, consisting of grassland and scrub interspersed with several trees. The site includes a steep embanked area, which I understand forms part of a former railway embankment.

- The appeal submissions describe the enterprise as a small agricultural holding which currently includes sheep, goats, poultry, beehives and a developing orchard.
6. Permission is sought retrospectively for the siting of a static caravan at the site on a temporary basis for 3 years. It is to be occupied by an agricultural worker who manages the smallholding on behalf of the appellant, who resides at the farmhouse and is employed in a separate business which requires frequent periods away from the property. At the time of my site visit the caravan was unoccupied and being used for storage.
  7. The site is located beyond the settlement boundary of Semington and therefore in an area of open countryside. Core Policy 1 of the Wiltshire Core Strategy adopted January 2015 (WCS) sets out the settlement strategy and identifies a settlement hierarchy where new development will be directed. Core Policy 2 of the WCS seeks to deliver development in a sustainable pattern and states that development will not be permitted outside the limits of development, as defined on the policies map, other than in circumstances as permitted by other policies within the WCS.
  8. WCS Core Policy 48 indicates that outside the defined limits of development, proposals for residential development will be supported where they meet the accommodation needs required to enable workers to live at or in the immediate vicinity of their place of work in the interests of agriculture or forestry or other employment essential to the countryside. Further, proposals for accommodation to meet the needs of employment essential to the countryside should be supported by functional and financial evidence.
  9. Policy HO11 of the recently published Framework, like the previous versions, lends similar support to isolated homes in the countryside where there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside. There is also continuing support for the growth of agricultural enterprises. That may well include temporary worker's accommodation if such is necessary to support such rural business development, or to enable such economic growth to occur.
  10. The appellant's Agricultural Business Plan<sup>1</sup> (ABP) submitted in support of the proposal indicates that the enterprise, which is to be expanded over the coming years, currently includes 15 sheep, 2 goats, 20 laying hens, 3 active beehives and an orchard. While sheep, poultry and beehives may require daily management, including feeding, watering, egg collection, welfare checks and hive monitoring, there is no compelling evidence to demonstrate that these activities are so frequent or time sensitive so as to necessitate a continuous on-site presence. Nor has it been shown that they could not be undertaken by a person carrying out regular visits to the site, or that the enterprise would generate a need for a full-time agricultural worker to enable its day-to-day management.
  11. Having an on-site presence would undoubtedly provide benefits to the care of the animals during the lambing and kidding seasons, illness and times of severe weather. In that regard, I am mindful that intervention was necessary during recent birthing complications. Nonetheless, given the modest number of sheep and goats anticipated, and therefore limited frequency of lambing and kidding during relatively short periods of the year, based on the evidence before me, I am not satisfied that a worker's continuous on-site presence is necessary for the effective operation of

---

<sup>1</sup> Agricultural Business Plan and Supporting Statement For Temporary Siting of a Static Caravan (Three Years)

- the enterprise. Nor am I persuaded that any welfare needs arising during these periods could not be met through the provision of occasional or seasonal accommodation, even having regard to the livestock numbers forecast by year 3.
12. Moreover, while there may be a risk to poultry from foxes, it has not been demonstrated that appropriate protection could not be provided through the provision of suitable shelters or enclosures, for example, or how an overnight presence by an agricultural worker at the site would necessarily deter such predators.
  13. The appellant indicates that there have been incidences of theft and trespass at the site and that livestock, feed and equipment at the smallholding are therefore vulnerable to criminal activity. While I acknowledge that an on-site presence could provide an enhanced level of security, there is no compelling evidence before me that alternative measures, such as the installation of an alarm system, CCTV or remotely monitored security systems would not be an effective deterrent to prevent such risks.
  14. In addition to evidence of the necessity for a rural worker to live at, or in close proximity to, their place of work to ensure the effective operation of an agricultural enterprise, Planning Practice Guidance<sup>2</sup> sets out additional considerations that may be relevant when assessing the need for homes in the countryside for agricultural workers, including the degree to which there is confidence that the enterprise will remain viable for the foreseeable future.
  15. The appellant's ABP includes a 3 year development plan which sets out the anticipated growth of the enterprise. This is supported by a 3 year forecast of the estimated annual income based on anticipated increases in livestock numbers and sales, rising from £6,700 in year one to £10,000 and £20,000 in years 2 and 3 respectively. However, the financial information submitted is limited and does not include a comprehensive breakdown of likely profits, expenditure, overheads and ongoing investment costs, such as the buying or selling of livestock, feedstuffs, equipment and other infrastructure. While a number of receipts of transactions have been provided, their purpose in relation to the enterprise is unclear. Accordingly, while I am mindful the enterprise is in its early stages and that the appellant seeks to grow the business, the limited information is insufficient to substantiate the projected levels of growth or profitability and does not demonstrate with any reasonable degree of certainty that the enterprise is currently financially viable or that it is likely to become so within the forthcoming 3 years.
  16. I appreciate that the appellant has already invested financially in the business. I also recognise that the siting of the static caravan, would be temporary and reversible in nature. Nonetheless, the evidence before me fails to demonstrate an essential need for a dwelling at the site, even on a temporary basis, and these considerations do not alter that conclusion.
  17. Furthermore, even if the existing farmhouse was not available for occupation by an agricultural worker, this does not alter my findings, given that an essential need for a dwelling at the site has not been demonstrated. While the holding is formally registered with DEFRA, the Rural Payments Agency, and holds a County Parish Holding number, these matters do not in themselves establish a need for an agricultural worker to reside on the site to support the operation of the enterprise.

---

<sup>2</sup> Paragraph: 010 Reference ID: 67-010-20190722

18. The appellant refers to Core Policy 34 of the WCS in support of the proposal. However, the temporary siting of a static caravan for residential occupation in connection with agricultural operations, does not amount to employment development within use classes B1, B2 or B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended). Consequently, Core Policy 34 is not relevant to the proposal.
19. In light of the foregoing considerations, I therefore conclude that, based on the evidence before me, it has not been demonstrated that there is an essential need for a dwelling to accommodate a rural worker at the site. Accordingly, the proposal conflicts with the aims of Policies CP1, CP2 and CP48 of the WCS.

#### *Character and appearance*

20. The land surrounding Outmarsh Farm largely comprises agricultural land which is rural in character. The open and largely undeveloped nature of the appeal site, together with trees and greenery contributes positively to the character of the area.
21. The siting of the static caravan introduces a degree of domestication to the rural context. However, it is relatively modest in scale, with a shallow pitched roof, and is positioned a short distance from the neighbouring dwelling, set back from the highway to the front and cut into the bank. As a result, in longer distance views it is mainly seen against a backdrop of existing vegetation and with rising landform, which limits visibility in wider views. Moreover, the extent of any domestic influence could be managed through suitably worded planning conditions, controlling matters such as the extent of garden to serve the residential unit, external lighting and works to the vehicular access.
22. Taking these factors together, I find that, despite its external finish, the caravan does not appear unduly conspicuous in the wider landscape and given the relatively contained nature of the appeal site, it does not significantly diminish the rural character or appearance of the surrounding agricultural land. Accordingly, it reflects the aims of the Framework that seek well-designed places, including that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings.
23. While I note the Council's concern that the proposed temporary use may be ongoing for several years beyond the timeframe sought, I must assess the proposal based on the information before me, which seeks a permission for a temporary period.
24. For the foregoing reasons, the development does not harm the character and appearance of the area. In that regard, it does not conflict with the combined aims of Core Policies 51 and 57 of the WCS insofar as they require development to protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character and seek development of a high standard of design, which creates a strong sense of place through drawing on the local context and being complementary to the locality.

#### **Other Matters**

25. Outmarsh Farmhouse, a Grade II listed building, lies close to the site. I am required to have special regard to the desirability of preserving the setting of the listed

building. The Council indicate that, due to the separation distance and intervening mature trees and vegetation with uneven land levels, which would prevent any intervisibility, the setting and significance of the listed building would not be adversely affected. Given my observations on site, I have no reason to disagree with the Council's assessment in this respect.

26. The development offers opportunities for biodiversity enhancement, which weighs in favour of the proposal. However, given the scale of the development, any benefits in this regard would be limited. The absence of objections from interested parties does not itself render the scheme acceptable.

### **Conclusion**

27. While the proposal would not give rise to harm to the character and appearance of the area, in the absence of any compelling evidence to demonstrate that there is an essential need for a dwelling to accommodate a rural worker at the site, the development conflicts with Policies CP1, CP2 and CP48 of the WCS and therefore the development plan taken as a whole. Furthermore, no substantive evidence is put to me that there are any material considerations that would indicate that a decision should be taken otherwise than in accordance with it. Therefore, the appeal is dismissed.

*E Worley*

INSPECTOR

# PUBLIC NOTICE

## Goods Vehicle Operator's Licence

**CJW Scaffolding (SW) Ltd**  
trading as **CJW Scaffolding (SW) Ltd**  
of **40 Berryfield Park, Melksham,**  
**SN12 6EE**

is applying for a licence to use  
**620 Berryfield Lane, Melksham,**  
**SN12 6EF**

as an operating centre for  
**1** goods vehicle and **0** trailers.

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Quarry House, Quarry Hill, Leeds, LS2 7UE, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available at [www.gov.uk/object-hgv-operator-licence](http://www.gov.uk/object-hgv-operator-licence).

Comments due by 15<sup>th</sup> October 2026

# **Office of the Traffic Commissioner - A Guide to making representations, objections and complaints**

## **1. A GUIDE TO MAKING REPRESENTATIONS, OBJECTIONS AND COMPLAINTS**

### **1.1 GOODS VEHICLE OPERATOR LICENSING**

#### **2. Foreword**

The main aim of this guide is to help individuals and organisations with a statutory right to oppose an application for or to vary a goods vehicle operator's licence, as well as to lodge complaints against the use of existing operating centres, to:

- understand the main purposes of the goods vehicle operator licensing system;
- answer many of the questions about 'making statutory opposition' against the grant of a licence or to change an existing licence; and
- assist with lodging opposition against applications

This guide is not intended to provide legal advice.

The information contained in this guide is also intended to explain the process of opposing applications for those who are applying for and to vary operator's licences, as well as outlining the complaints process for current licence holders.

More general information can be found at: [Being a goods vehicle operator - GOV.UK \(www.gov.uk\)](http://www.gov.uk/being-a-goods-vehicle-operator)

This Guide also gives advice on how to make 'complaints' about the use of an operating centre and how to report to the traffic commissioner any possible breaches of licensing conditions or unauthorised activities by operators.

Annex 2 gives details of relevant legislation, copies are available online.

This guide and other information concerning operator licensing are available on the website <https://www.gov.uk/being-a-goods-vehicle-operator/apply-for-a-licence>.

Also available on-line is the publication "Applications & Decisions" which gives details of all Heavy Goods Vehicle licensing applications received by the traffic commissioner and the decisions taken on the applications. Check out the website at: <https://www.gov.uk/government/organisations/traffic-commissioners/series/traffic-commissioner-applications-and-decisions>

For general queries, please contact the Office of the Traffic Commissioner – [enquiries@otc.gov.uk](mailto:enquiries@otc.gov.uk)

## **3. Goods Vehicle Operator Licensing – Environmental Provisions**

### **3.1 What is Goods Vehicle Operator Licensing and who needs a licence?**

Goods vehicle operator licensing is a system of licensing aimed at ensuring the safe and proper use of goods vehicles and the protection of the environment around operating centres (i.e. the place where an operator normally keeps his/her vehicles when they are not being used).

Most users of commercial vehicles that weigh over 3.5 tonnes (i.e. the maximum permitted total weight when loaded, including any trailer) require a licence.

In addition, users of light goods vehicles (LGV) over 2.5 tonnes also require an operator's licence when carrying goods for hire or reward on an international journey. Operators holding LGV operator licences (i.e. those authorising the use of vehicles (and trailers) over 2.5 tonnes, and up to and including 3.5 tonnes) are not required to specify an operating centre and are, therefore, not subject to the environmental provisions described in this guide. They are, however, subject to objections on other statutory grounds. For the purpose of this guide any reference to the need for an operating centre and environmental provisions refers to vehicles used under an HGV operator's licence (i.e. usually those over 3.5 tonnes).

The holder of a licence is the 'operator'. A licence will authorise an operator to use up to a maximum total number of motor vehicles and trailers, and to use a specific operating centre or centres, except in the case of LGVs as set out above.

### **3.2 How does an operator obtain a licence?**

An operator must hold a licence in each Traffic Area where he/she has an operating centre or centres. Licences can authorise the use of more than one operating centre.

Licence applications are made to traffic commissioners. Each traffic commissioner is a separate public body and, whilst appointed by the Secretary of State, each is independent of any Government department regardless of whether they are exercising judicial functions or not. There are eight traffic areas and eight traffic commissioners (Details of the traffic areas are at Annex 1).

The suitability of a proposed operating centre is just one of a number of matters which a traffic commissioner must consider before granting an application. Other matters include an applicant's fitness to hold a licence; the financial resources available for, and arrangements in place, to maintain his/her vehicles; and, where appropriate, professional competence.

Once a licence has been issued an operator can apply to amend (vary) it.

### **3.3 Who can oppose the grant of an application?**

Owners and occupiers of land or buildings near an operating centre who feel that the use or enjoyment of their own land would be adversely affected by the proposed operating centre have a right to make their views known to a traffic commissioner. They are called representors; representations can be made only on environmental grounds.

Objections can be made by statutory objectors such as local authorities, planning authorities, the police, and certain Trade Associations and Trade Unions. They may object to the grant of an application on the grounds of repute or fitness to hold a licence, finance and the professional competence of the operator as well as on the environmental and general suitability of an operating centre.

Objectors and representors have different rights. This Guide deals with the rights of each separately.

### **3.4 How are representors told about applications?**

An applicant for a new licence, or for a change to a licence which would affect an operating centre, must advertise the proposed use in a local newspaper circulating within the locality of the operating centre. The advertisement should give the name of the operator, the address of the operating centre and how many authorised, or additional, lorries and trailers will or are intended to be kept there if the application is granted. It will also show the address of the office where representations must be sent.

The advertisement gives potential representors the opportunity to respond within a certain period of time (within 21 days after the advertisement appears in a newspaper) and for other people who have an interest in the use of the site as an operating centre to consider drawing the application to the attention of statutory objectors to encourage them to make an objection. Details of how to lodge a representation are given in Part 3 of this guide. Please note that the statute only requires that an applicant for a licence must advertise in one or more local newspapers circulating in the vicinity of a proposed operating centre. The traffic commissioner has no legal authority to stipulate which newspaper is used. It is up to the applicant however to satisfy the traffic commissioner that they have met the requirements.

### **3.5 How are objectors told about applications and is the proposed use of an operating centre advertised in any other way?**

A traffic commissioner must also publish details of most applications. This is done by using a publication called “Applications and Decisions” (As & Ds), which is issued every week. Statutory objectors must respond within a certain period following the publication of application details if they wish to object, but anyone can subscribe to As & Ds as it is a good way of being kept informed.

Copies of Applications & Decisions are available free of charge at the website:

<https://www.gov.uk/government/organisations/traffic-commissioners/series/traffic-commissioner-applications-and-decisions>

It is also possible to subscribe to the publications for a fee. Further information on subscribing to As & Ds can be obtained from the Office of the Traffic Commissioner.

### **3.6 What happens next?**

A traffic commissioner will consider all objections and representations received provided that they are “duly made” (please see ‘How is a representation made?’ below). A traffic commissioner will also consider any other relevant information known about the proposed site and the applicant before making a decision on the application.

If a traffic commissioner decides to grant the application, he/she can impose:

- environmental conditions on the use of an operating centre if he/she feels they are necessary to prevent or reduce adverse effects, and/or
- road safety conditions if he/she considers they are necessary to prevent authorised vehicles causing danger to the public at any point where vehicles first join a public road on their way to and from an operating centre, and on any private approach road.

It is a criminal offence to break licence conditions and an operator faces penalties if he does so.

### **3.7 What environmental conditions can be put on a licence?**

These can cover:

- the number, type and size of authorised vehicles, including trailers, kept at the operating centre for maintenance or parking;
- the parking arrangements for authorised vehicles, including trailers, at or in the vicinity of the operating centre;

- the times when the centre may be used for maintenance or movement of authorised vehicles;
- how authorised vehicles enter and leave the operating centre.

### **3.8 What are the limits to a traffic commissioner's powers?**

Conditions on the use of an operating centre can apply only to the licence holder concerned and the use of vehicles authorised under the licence. A traffic commissioner cannot place restrictions on any vehicles which are visiting the site or are using it for other purposes.

It is important to recognise that the commissioner's powers are quite separate and different from those of highway, planning and local authorities. A commissioner cannot control the use of the premises for other purposes. That is the responsibility of the local planning authority.

A traffic commissioner cannot take into account the non-environmental suitability, including safety, of the public highway leading to the operating centre or the road network. These are matters for the highway authorities.

## **4. Representations**

### **4.1 Who or what is a representor?**

Owners and occupiers of land or buildings near (within the vicinity, see 'Who or what is a representor?', of an operating centre who feel that the use or enjoyment of their own land would be "prejudicially" affected by the proposed operating centre can make a representation against the grant of an application and are called "representors". Representations can be made only on environmental grounds and in response to an advertisement placed by an applicant (see 'How are representors told about applications?'). A Representor must be directly affected by environmental nuisance emanating directly from the operating centre and not as a result of traffic on public highways.

A traffic commissioner may consider that some people who respond to an advertisement live too far away from the operating centre to be affected by it and may not accept the representation as valid.

The traffic commissioner's decision on whether a representation is acceptable or not is final.

Parish Councils, residents associations and action groups cannot make representations unless they are owners or occupiers of affected land in the vicinity of an operating centre and can demonstrate that their use of that land or buildings will be prejudicially affected by environmental nuisance.

Groups of residents, Parish Councils, or others who cannot be accepted as representors can consider the merit of approaching statutory objectors, such as local authorities, in order to put their case forward and ask them to consider making an objection.

### **4.2 How is a representation made?**

For a representation to be valid it has to:

- be made in writing to the address shown in the advertisement. There is no set form but the grounds must be clearly stated;
- be made within 21 days of the date the advertisement appeared in the newspaper;
- be signed. If an individual makes a representation it must be signed by that person. If it is made by a firm or by any other group of persons it must be signed by one or more persons

authorised to sign by that group of persons. A solicitor acting on behalf of a representor, be it individual, firm or other group may sign on their behalf. Anyone thinking of presenting a petition should read the notes below in paragraphs 3.3.1 and 3.3.2;

- state relevant grounds; and
- be copied to the applicant on the same day, or next working day, as the representation is made to the traffic commissioner

Please also refer to 'What grounds are relevant to a traffic commissioner's consideration?'

Unless there are exceptional circumstances which would justify him/her doing otherwise, a traffic commissioner must refuse to accept a representation as 'duly made' (valid for the purposes of the traffic commissioner's considerations) unless it is made by the required date and in the required manner.

When submitting a representation it is helpful to:

- indicate in the letter of representation whether a copy has been sent to the applicant/operator and, if not, the reason for not doing so;
- submit a sketch map showing the distance from your property to the operating centre.

#### **4.3 Is it worth getting a petition together?**

It is often difficult to determine from petitions whether all the people named are owners/occupiers of property within the vicinity of the proposed operating centre and parts of a petition may refer to matters outside the traffic commissioner's jurisdiction. A petition might therefore have limited value.

If it is decided to proceed with a petition then one person should be nominated as the contact point for dealing with a traffic commissioner's staff. The full name and address, including post code, should be given by all signatories who will usually be contacted on an individual basis by the Office of the Traffic Commissioner. The original of the petition should be made available to the traffic commissioner.

#### **4.4 What grounds are relevant to a traffic commissioner's consideration?**

A representation can only be treated as valid if it is about the adverse environmental effects that the use of an operator's vehicles at an operating centre is expected to have on the use or enjoyment of the property owned or occupied by the representor.

In considering the environmental impact an operating centre may have, the traffic commissioner will consider the proximity of the site to a representor's property and the suitability of the site for its intended use.

A traffic commissioner can take into account:

- the nature or use of any other land in the vicinity of the operating centre and the effect which the issue of the licence would be likely to have on the environment;
- if the site has been used as an operating centre before, the extent to which the grant of the application would result in a change which would adversely affect the environment of its vicinity;

- if it has not been used as an operating centre before, any information known to him/her about planning permission relating to the operating centre or other land in the vicinity of the operating centre;
- the number, type and size of authorised motor vehicles and trailers;
- the arrangements, or proposed arrangements, for the parking of motor vehicles or trailers;
- the nature and the times of use of the land as an operating centre;
- the nature and times of use of equipment installed (or proposed to be installed) at the operating centre in connection with its use as an operating centre;
- the means by which, and frequency of, vehicles authorised by the licence entering and leaving the operating centre.

Generally speaking a traffic commissioner will consider the effects of:

- Noise – from the applicant’s vehicles moving in and out of, and while at, the operating centre. This may be intrusive in the neighbourhood, bearing in mind the use of other land in the surrounding area and the intended hours of operation;
- Visual Intrusion – the effect the parking of vehicles at the operating centre may have on the outlook from a representor’s property or land;
- Vibration – the effect vehicle movements may have, either at the operating centre or on their way to or from the operating centre;
- Fumes/Pollution – the effect of fumes from the applicant’s vehicles on the use or enjoyment of property.

NB. A traffic commissioner can consider the impact of only those vehicles to be operated by the applicant. If the site is already being used by other goods vehicle operators it is possible to make a complaint (see Complaints).

In order to assist you in lodging opposition to an application, a model template can be found at Annex 3 of this guide. Whilst there is no requirement for a representation to be submitted using this template, it is intended as a useful guide which sets out matters which the traffic commissioner may and may not take into consideration.

#### **4.5 What happens after a representation has been submitted?**

Representations are acknowledged and sometimes supplementary information is sought. If representors do not reply to correspondence, the traffic commissioner may assume that they do not wish to pursue their opposition.

The applicant will normally be asked for his views on the matters raised by any representors and, where appropriate, he will be asked to liaise direct with representors to see if any differences can be resolved without formal intervention by the traffic commissioner.

The traffic commissioner may also ask for one of the Driver and Vehicle Standards Agency’s (DVSA) Traffic Examiners to visit and report on an operating centre’s suitability insofar as his/her jurisdiction extends.

The traffic commissioner will then consider if he/she needs to hold a Public Inquiry to hear the evidence before reaching a decision or whether he/she already has sufficient evidence to make a decision.

On making a decision the traffic commissioner can grant the application as applied for, or with modifications, he/she can attach conditions or refuse the application.

#### **4.6 Are representors told of the traffic commissioner's decision?**

If it is decided to hear the application at Public Inquiry representors will be invited to attend and, in the case of "valid" representors, to put their case forward.

If the decision can be made on the basis of the written evidence before him/her the traffic commissioner will advise representors of the final decision in writing; this will include details of any special conditions or undertakings attached to the licence.

#### **4.7 Is the traffic commissioner's decision final?**

An operator or statutory objector may appeal to the Upper Tribunal against the decision of a traffic commissioner. Representors have no such right. If an appeal is lodged representors are told and have 14 days from date of notification to apply to the Upper Tribunal to be made party to the appeal. Representors may however, where they feel that a legal procedural requirement has not been complied with, request that the traffic commissioner reviews a decision. This may only be done however where proper procedure has not been followed.

Although representors cannot appeal to the Upper Tribunal against a traffic commissioner's decision they can apply to the High Court for a judicial review.

### **5. Objections**

#### **5.1 Who can make an objection?**

The following organisations have a statutory right to object to an application for a goods vehicle operators licence or an application to vary a licence once issued:

- a Chief Officer of Police;
- a Local Authority (but not a Parish Council);
- a Planning Authority;
- the British Association of Removers;
- Logistics UK, formerly the Freight Transport Association;
- GMB, formerly the General and Municipal Workers Union;
- the National Union of Rail, Maritime and Transport Workers;
- the Road Haulage Association;
- Unite the union, formerly the Transport and General Workers' Union, before its merger with Amicus;
- the Union of Shop, Distributive and Allied Workers;
- the United Road Transport Union;

- a prescribed trade union as defined in the Trade Union and Labour Relations (Consolidation) Act 1992. [See prescribed trade unions](#)

## **5.2 How are statutory objectors notified of any application?**

A publication known as 'Applications and Decisions' is regularly produced for each traffic area which contains details of all the applications for a licence made in that area during a given period. The publication is emailed on request to Statutory Objectors in the region covered by the traffic area. The list of recipients is kept as up to date as possible but if you feel that you should be receiving a copy and are not please contact the Office of the Traffic Commissioner.

## **5.3 On what grounds can objections be made?**

Objections can be made on environmental or non- environmental grounds or both.

## **5.4 Environmental grounds**

Environmental objections may be made under the provisions of Section 12(1) (applications for) and Section 19(2)(a) & (4)(a) (variations to) of the Goods Vehicles (Licensing of Operators) Act 1995.

The environmental factors that result from the use of land as an operating centre and which can be considered relevant to an objection may include:

- noise;
- fumes;
- pollution;
- vibration;
- visual intrusion.

Please see 'What grounds are relevant to a traffic commissioner's consideration?' for further details.

## **5.5 Non-environmental**

Non-environmental objections may be made on one or more of the following grounds on the basis that the requirements of Section 13 of the Goods Vehicles (Licensing of Operators) Act 1995 cannot be met. They can relate to:

a) the suitability of the applicant to hold an operator's licence on the grounds that he/she cannot meet the requirements to be:

- of good repute (for standard licences only); or
- fit to hold a licence (for restricted licences only); or
- of appropriate financial standing (for standard licences only); or
- professionally competent (for standard licences only).

b) the suitability of the operating centre in relation to:

- size for the number of vehicles and trailers proposed to be parked there;
- the safety of the entrance and exit arrangements from the site onto the public highway; or

- parking facilities in or around the site.

## **5.6 Making an objection**

An objection to an application for or variation to an operator's licence must:

- be made in writing to the traffic commissioner at the Office of the Traffic Commissioner and should wherever possible quote the legislation under which the objection is being made;
- be signed by an authorised signatory from the organisation making the objection;
- be received at the Office of the Traffic Commissioner no later than 21 days after the date that notice of the application is published in 'Applications and Decisions';
- be copied to the applicant on the same day, or next working day, as the objection is made to the traffic commissioner;
- state specific grounds and give sufficient particulars so that the applicant knows the case he/she has to answer to.

If any of the above criteria are not met the traffic commissioner will not accept the objection as duly made unless there are exceptional circumstances.

In order to assist you in lodging opposition to an application, a model template can be found at Annex 4 of this guide. Whilst there is no requirement for an objection to be submitted using this template, it is intended as a useful guide which sets out matters which the traffic commissioner may and may not take into consideration.

## **5.7 What happens next?**

In the case of a valid objection the Office of the Traffic Commissioner will usually write to the operator asking for further information about the proposed use of the operating centre and seeking comments on the matters contained in the objection. The applicant and the objector will also be encouraged to try to resolve any possible differences between them through direct liaison.

The traffic commissioner will then decide if he/she is able to make a decision on the application or whether it is necessary to hold a Public Inquiry to hear evidence from both parties before reaching a decision. Where the traffic commissioner considers that it may be possible to resolve matters without a Public Inquiry he/she will seek the comments of the relevant parties on any proposed way forward before deciding whether or not the application can be determined at that stage, or whether it is necessary to proceed to a hearing.

## **5.8 What range of decisions are available to the traffic commissioner?**

There are a number of options available to the traffic commissioner, the more usual are:

- grant the application as applied for;
- grant the application but attach conditions or record undertakings regarding the use of the operating centre;
- grant the application for a reduced number of vehicles and/or trailers;
- refuse the application.

## **5.9 Is the traffic commissioner's decision final?**

Any decision not to grant an application in full, to attach conditions or record undertakings regarding the use of an operating centre or not to meet the wishes of a statutory objector can be challenged by appeal to the Upper Tribunal - Administrative Appeal Chamber (Transport).

The Tribunal's website contains a [form](#) and details on the [process](#).

## **6. Complaints**

### **6.1 What are complaints?**

Unlike representations and objections which are made in response to applications, complaints can be made at any time by anyone.

In general, complaints can be about the use of an existing operating centre or about breaches of any of the terms, for example conditions, under which a licence was issued, including parking.

Where possible a traffic commissioner would encourage those parties involved to resolve any problems between themselves on a one-to-one basis. Quite often a direct approach to the operator can result in a satisfactory solution without substantial involvement by the commissioner, which may save time and money for all those involved.

### **6.2 On what grounds can complaints be made?**

A complaint about an authorised operating centre can be on either environmental or road safety grounds.

### **6.3 How does someone make a complaint?**

Complaints should be made in writing to

Office of the Traffic Commissioner (Licensing)

Quarry House

Quarry Hill

Leeds

LS2 7UE

Contact form <https://forms.office.c...>

Phone 0300 123 9000

It should clearly:

- state who the complaint is from;
- state the grounds for complaint;
- identify the operating centre concerned giving the full address of the operating centre and the name(s) of the operator(s) using the operating centre to which the complaint relates, and if possible, details of the vehicles, and movements giving cause for concern.

In order to assist you in making a complaint about an existing operating centre, a model template (form GVenV05) can be found at Annex 5 of this guide.

### **6.4 What happens when the complaint is made?**

Complaints will be acknowledged and the person making the complaint will be sent further information about the complaints procedure. If they have not already done so they will be asked to fill in form GVenV05 which can be found at Annex 5 of this guide. This is needed in order to provide the traffic commissioner with the further information he/she will need to consider the views put forward.

The relevant part of the form may be copied to the operator(s) concerned. This will give him/her the opportunity to comment on the matters raised and to rectify any problems of which he/she may not have been aware.

## **6.5 What happens next?**

Although a complaint may be made at any time against an operating centre specified on a licence, the traffic commissioner can only take immediate action if it is considered that the operator concerned is operating outside the terms of his/her licence. Otherwise, the time at which the traffic commissioner can act is determined by what is known as the 'Review Date' (see 'Review of Operating Centres').

Unless an operator applies to vary the use of his/her operating centre, the traffic commissioner has the opportunity to review the suitability of that centre only at five yearly intervals. Upon receipt, a complaint will be registered against the relevant operator's licence. If it is not a complaint that indicates an operator is operating outside the terms of his/her licence, the complaint will be brought forward and taken into consideration at the operator's licence review stage. If the complaint relates to operating outside of the licence terms, the details will be passed to the Driver and Vehicle Standards Agency for investigation.

Further complaints can be made by the same person at any time before the review date.

People who make complaints will be advised when the next review date is due and all reasonable steps will be taken to inform them of the traffic commissioner's decision at that time.

If in the meantime an operator applies to vary his/her licence in a way which would affect an operating centre the application will be published in As and Ds. Those who have made complaints can make representations or objections against the grant of the variation. The complaints already made will not be treated as representations or objections. Separate opposition will have to be made in accordance with Parts 3 and 4 of this guide.

## **7. Review of Operating Centres**

What is a review?

The complaints procedure (as outlined in Part 5), is linked to the traffic commissioner's ability to review the suitability of the operating centre(s) on an operator's licence. The traffic commissioner may conduct such a review every five years commencing with the date when a goods vehicle operator's licence came into force.

The review is not however automatic and is at the traffic commissioner's discretion. In making his/her decision whether or not to review he/she will take into account any complaints received against an operating centre in the preceding five years.

### **7.1 How will people know if a review is to take place?**

In most circumstances a person or organisation who has made a complaint against an operating centre will have been told when the operating centre(s) is due for review. Near to the review date

the Office of the Traffic Commissioner may write to them again asking if the points made in the original letter are still relevant and if the writer still wishes them to be considered.

## **7.2 What happens next?**

The traffic commissioner will consider all the evidence before him/her and decide if it justifies a review of the operating centre concerned. As soon as the decision whether or not to review the operating centre has been made, anyone who has complained will be notified.

This does not mean that the operator is free to do as he/she pleases for five years.

The review procedure does not affect the traffic commissioner's powers to act and take disciplinary action at any time if a licence holder is operating outside the terms of his/her licence, for example by breaking any condition of use that appears on the operator's licence.

## **7.3 What happens if a review is to take place?**

The traffic commissioner will consider:

- whether the operating centre continues to be suitable for the purposes for which the operator's licence authorises it to be used;
- whether, if it is considered to be no longer suitable, conditions for environmental or road safety reasons could be attached or changed which would make it suitable; or
- whether it is incapable of being made suitable by the imposition or changing of conditions.

On a review the traffic commissioner has the power to remove an operating centre from the licence or to attach conditions or vary existing conditions.

The traffic commissioner can attach conditions for environmental reasons, such as the times vehicles use the operating centre, or for non-environmental reasons such as road safety.

The traffic commissioner can remove an operating centre from a licence for both environmental and non-environmental reasons; but in the case of environmental reasons the operating centre can be removed in only limited circumstances.

## **7.4 Is the traffic commissioner's decision final?**

Only the operator has a right of appeal to the Upper Tribunal against any decision made on review and then only if conditions have been varied or placed on the licence or if an operating centre has been removed. Complainants can only challenge the traffic commissioner's decision by seeking a judicial review of that decision through the High Court.

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

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

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

Sam Gompels and Sasha A'Court (Gompels Healthcare)

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

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

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

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

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

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

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

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

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

The meeting concluded at 5:20pm.

**Meeting with Wales and West Utilities regarding gas-main replacement  
Programme in the Melksham Area held on Thursday 10<sup>th</sup> September 2026 at 10am  
at Melksham Without Parish Council Offices at Melksham Community Campus**

**Present:** Councillor Alan Baines (Vice Chair of Planning)  
Councillor John Glover (Chair of Council)  
Councillor David Pafford (Vice Chair of Council)  
Councillor Mark Harris  
Councillor Peter Richardson

Teresa Strange, Parish Clerk  
Fiona Dey, Parish Officer

Hayley Bell, CEO Melksham Town Council

Mick Gallavin, Programme Controller Wales & West Utilities

**Background and scope**

Wales & West Utilities explained that the works form part of an OFGEN-governed 30-year programme. All cast-iron, ductile-iron and spun-iron gas mains up to and including 8 inches must be replaced or abandoned by 2032. Steel mains above 2 inches are outside the programme unless leakage or another condition justifies replacement. The works are maintenance of the existing network and are not driven by new housing development.

The Melksham package was brought forward from the following year because work in Warminster could not proceed where recently resurfaced roads were subject to an embargo. Wales & West Utilities apologised that the councils had not been consulted before the Melksham works began and said earlier engagement would normally take place.

**How the work will be undertaken**

- Where possible, new plastic mains will be inserted into the existing metallic pipes. Open-cut trenches will be used where insertion or moling is not possible because of pressure, ground conditions or service length.
- Cameras are used to locate property service connections. Individual services are then transferred to the new main. A property's gas supply may be interrupted on the day its service is transferred, but should be restored the same day.
- Vulnerable customers are identified through the priority register and door-to-door contact. Heaters and hotplates can be provided where needed.
- Every affected customer should receive a letter before work starts. Customers whose properties are unaffected do not normally receive a letter. Advance roadside signs are also used.
- Reinstatement should be completed within five days. Specialist reinstatement teams follow the pipe-laying teams and will return to repair grass verges and other disturbed areas.

## **Indicative programme**

| Area                               | Indicative timing                                       | Notes                                                                                                                                      |
|------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Halifax Road                       | To finish by the end of October                         | A section of about 90 metres near the school is expected to return during an Easter or summer school holiday next year.                    |
| Lowbourne area                     | To finish by 6 November                                 | Includes work around King Street and Spa Road. Hospital and GP surgery access and Remembrance events must be considered.                   |
| Folly Lane and George Ward Gardens | To finish by 29 January                                 | The team was expected to return on 28 September after completing work in Warminster.                                                       |
| Blackmore Road                     | Provisional restart 30 November; finish by end of March | The original team was removed following electrical cable strikes. Dates were to be confirmed.                                              |
| Beanacre                           | 1 February to 31 March                                  | Works include Granville Road and Old Road. Coordination is needed with the play-area project, A350 traffic and local surface-water issues. |

## **Local issues and concerns**

### **Accessibility and highway safety**

Members stressed that footway closures and temporary arrangements must remain usable by mobility scooters and other disabled users, particularly around Halifax Road where dropped kerbs are limited. Wales & West Utilities confirmed that a suitable walkway or crossing point should be provided. A request was also made for its drivers, including HGV drivers, not to park on pavements. The representative agreed to issue a reminder and invited photographs and vehicle registration details where problems occurred.

### **Cumulative works and communication**

Members said residents were exasperated by consecutive and sometimes simultaneous utility works, including electricity, Openreach and other cable projects. Poor, late or unclear signs and diversion information had caused particular difficulty. Residents often did not distinguish between contractors, so shortcomings elsewhere could be attributed to Wales & West Utilities.

The councils asked for early, joined-up communication with them, Wiltshire Council, bus operators, schools, businesses and emergency and waste services. Wales & West Utilities agreed to keep the councils involved, said road closures normally require 12 weeks' notice and offered a direct contact for urgent site concerns.

## **Shaw and Whitley**

Particular concern was raised about further disruption in Shaw and Whitley after extended utility works and bus diversions. The loss of the normal bus route had affected access to schools, work, Melksham and hospital appointments in Bath. For any future Middle Lane closure, members asked that alternatives such as a shuttle bus, minibus or taxi arrangement be explored. Access for Pocock's poultry business must be maintained during its busiest pre-Christmas period. The representative agreed to check the traffic-management plan, visit the area and speak directly with the business.

Local flooding and drainage were highlighted as significant constraints. Members explained the role of local ditches and culverts, the history of surface-water and foul-water problems and the potential for heavy rain to affect works on the A365 and surrounding roads.

## **Roundabouts and strategic routes**

The Lowbourne and Spa Road roundabouts were recognised as difficult locations because of their layouts, traffic volumes and proximity to the hospital and GP surgery. The Farmers Roundabout area was also highlighted as a busy A350/A365 route with a history of flooding and repeated disruption from development-related utility works. Existing gas-main records did not match what had been found on site, so further investigation was required before work could be programmed.

Members asked that any reinforcement work associated with nearby development be identified before replacement work begins, to avoid the road being excavated twice. The needs of residents at the nearby mobile-home park, bus users and roundabout sponsors should also be considered.

## **Other matters**

Wales & West Utilities clarified that the recent issue on Corsham Road was low gas pressure rather than a gas leak. The necessary response had delayed removal of temporary traffic lights after the planned completion date. The issue had been resolved and dealt with internally.

Members also raised incomplete reinstatement of road markings and a zebra crossing on Corsham Road following another utility's works. Wales & West Utilities offered to raise this with an industry contact if the responsible contractor could be confirmed.

The possible future replacement of a medium-pressure metallic main near Whitehall Garden Centre was mentioned. This is not currently part of the mandatory programme but has been raised by Wiltshire Council because of recurring gas escapes. Any work would be expected next year at the earliest and would require careful traffic planning.

## **Communications**

It was agreed that Wales & West Utilities' communications team would contact the council and prepare information suitable for local press and social media. The information should explain why the work is required, make clear that it is unrelated to new development, identify affected areas in an accessible way, and reassure residents that directly affected properties will receive a letter.

Meeting closed at 11.35am

## **Teresa Strange**

---

**From:** Green, Kenny <Kenny.Green@wiltshire.gov.uk>  
**Sent:** 22 September 2026 07:50  
**To:** Teresa Strange  
**Subject:** RE: Section 106 requests – understanding what evidence is needed and when

Good morning Teresa,

Thank you for your email. I am just back from annual leave and it will be a few weeks before your email request can be fully responded to, not least because it will require the input from other parties, including Gary Collins on the parish council engagement protocol update position, and Gary is on leave until 28 September.

I have identified half a dozen or so colleagues across different Council services to help me provide you with a full response and I have reached out to them with specific questions that fall within their remit/expertise. I will be back in touch as soon as I can.

Kind regards

**Kenny**

**Kenny Green (BA, MA (Hons) MRTPI)**  
Planning Manager  
Development Management  
Planning, Economy and Climate Directorate  
Tel: 01225 770251  
Ext 15251  
Email: [kenny.green@wiltshire.gov.uk](mailto:kenny.green@wiltshire.gov.uk)  
**2017 Achieving Excellence Winner**

**Certified Carbon Literate**



**Wiltshire Council**

Follow Wiltshire Council



[Sign up](#) to Wiltshire Council's email news service

Please note that I work a compressed week and a Friday is a non working day for me.

---

**From:** Teresa Strange <clerk@melkshamwithout-pc.gov.uk>  
**Sent:** 11 September 2026 19:18  
**To:** Green, Kenny <Kenny.Green@wiltshire.gov.uk>  
**Subject:** Section 106 requests – understanding what evidence is needed and when

Hi Kenny,

Following the Western Area Planning Committee meeting on 19 August, I wanted to come back to you about the Section 106 requests that Melksham Without Parish Council has been making on major developments. We are not seeking to challenge the principle that requests have to be justified. What we are trying to understand is why some of the requests we have made have not ultimately been secured, what evidence Wiltshire Council needs from us or other bodies, and how we should frame requests in future so that they are made in the right way, with the right evidence and early enough in the process.

There is a significant amount of speculative development in Melksham Without at present, with a number of major applications awaiting determination. We do not want to keep raising expectations locally, putting forward requests and then finding, often when the committee report is published shortly before determination, that a contribution or mitigation cannot be secured. We would much rather understand the requirements at the start of the process so that, where further evidence is needed, we can obtain it early. It should also make Wiltshire Council's job easier if the requests coming forward from us are properly evidenced and presented in the form officers need.

There are a few particular areas where we would really appreciate some clarification.

### **Highways**

We were disappointed that we were unable to secure the highway measures we had sought in connection with the application considered at Western Area Planning Committee on 19 August.

The Parish Council had commissioned a Walk Wheel Cycle Trust review, using the organisation recommended to us by Wiltshire Council Highways, because we understood that an independent technical review of this kind would help provide the evidence needed to support appropriate mitigation; it was for several purposes but we specifically asked them to comment on potential s106 obligations from the pending planning applications. Despite that, the measures arising from the review did not feature in the Section 106 package.

We would therefore really like to understand what was missing from the evidence or from the way the requests were made, and what Wiltshire Council would have needed in order to secure them.

This is particularly important because we have now been asked to provide the same report to Bellway in connection with its application for 225 dwellings on the adjoining site. That is a larger development, and we want to be clear now that we are using the evidence correctly and asking for mitigation in a way which Wiltshire Council can actually take forward, rather than discovering at the end of the process that something further was required.

There is also the separate issue of the A365 through Bowerhill. MWPC has been asking for some time for a holistic review of this corridor to take account of the cumulative impact of the considerable amount of existing, permitted and proposed development along it.

We have asked on several planning applications affecting the A365 for Section 106 contributions to fund that review. However, we have no visibility at present as to whether those requests are being included within the heads of terms, whether they are still under consideration, or whether Wiltshire Council considers that they cannot be secured.

Could you therefore clarify whether contributions towards the A365 Bowerhill holistic review are being included within the heads of terms for any of the current major applications, and, if not, why not?

We are keen to understand this now so that, if further evidence or a more specific request is needed, we can provide it before those applications are determined.

### **Health and GP provision**

We would also really appreciate some clarification about how contributions towards health infrastructure are supposed to work in practice.

We understand that Teresa Wallace at Wiltshire NHS Estates has been absent on long-term sick leave and that Graham Sterling at NHS Property Services is juggling a number of roles while the ICB is being reorganised. We appreciate the practical difficulties around this, but it leaves us unsure who needs to make the formal request and exactly what they need to provide.

Our local GP practices, including Giffords Surgery and Spa Medical Centre, have articulated the pressure arising from development, including additional patient numbers and the accommodation or capacity that they require. However, those representations have not resulted in contributions being secured.

We understand that there has been case law around NHS Section 106 requests, but we are not completely clear what the practical implication is for primary care. Our understanding is that a developer cannot simply be required to fund a general NHS shortfall and that there needs to be a sufficiently specific project or piece of infrastructure related to the additional demand created by the development.

What we therefore need to understand is what Giffords, Spa or the appropriate NHS body actually needs to ask for, who needs to make the request, and what evidence Wiltshire Council requires for it to be capable of being secured.

We have also seen the very detailed request made by the RUH on a local application for Land at Corsham Road. The Trust identified the development-generated population, quantified the financial impact and explained why it considered a contribution necessary and directly related to the development. At present we cannot see that the RUH contribution will be secured.

### **Community facilities**

We would also like to understand the position on contributions towards community facilities.

At the Western Area Planning Committee meeting on 19 August, we had sought a contribution towards Berryfield Village Hall.

Previously, Gen Collins had explained to us that we did not have the right type of request. We therefore went away and obtained what we understood was needed, including ballpark figures from an architect and builder. Despite doing that, the contribution still did not feature in the Section 106 package.

We would therefore like to understand what was still missing and what Wiltshire Council would need from us for such a request to be capable of being secured.

This is particularly relevant to the current Bellway application at Berryfield. We are considering a relatively modest and deliverable improvement to Berryfield Village Hall rather than necessarily pursuing an ambitious extension. For example, it could involve opening up the hall with patio doors and providing an outside area which could be used in good weather, potentially with a covered patio and tables and chairs.

If what is required is a more detailed drawing, specification and properly costed scheme, we can obtain that. We simply need to know what evidence Wiltshire Council needs and how the request needs to be presented, so that we can get it right this time.

There is then the example of the Woodrow appeal.

At the appeal roundtable, during the discussion on the Section 106 agreement and conditions, the Planning Inspector agreed with the principle of the community-facility contribution and said that if the request met the relevant test, it should be included.

It was not ultimately included.

We would therefore simply like to understand why it failed the test and what would have been needed for it to be secured.

We are also still seeking to secure funding for the community centre east of Melksham through the larger applications in that area, so understanding the evidence requirements now is important for those discussions as well.

### **Cemetery and burial provision**

We also need some help in understanding the position on burial provision.

An extension to the cemetery was identified in the Core Strategy Policy infrastructure arrangements and, as we understand it, was included on the former CIL Regulation 123 list.

However, Wiltshire Council has not secured funding for the cemetery extension and the existing cemetery is already effectively full as we approach the end of 2026.

We have therefore been asking for Section 106 contributions from new housing development towards additional burial capacity, whether that is an extension to the existing cemetery, a natural burial ground or another appropriate form of provision, but we have not been successful in securing those contributions either. Again, what we really need to know is what Wiltshire Council needs from us for such a request to be capable of being secured.

If the fact that cemetery provision was historically identified for CIL funding affects whether contributions can now be sought through Section 106, it would also be helpful to understand that.

### **Earlier engagement and heads of terms**

Some of this may be covered somewhere within the planned Wiltshire Council protocol for engaging with town and parish councils, but we are yet to see any detail.

If it would be easier, we would be very happy to meet with you, or anyone else relevant, to work through the examples and establish a clearer process going forward.

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](http://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](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to [admin@melkshamwithout-pc.gov.uk](mailto:admin@melkshamwithout-pc.gov.uk)

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.

Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>