



# Public Document Pack

## Melksham Town Council

Town Hall, Melksham, Wiltshire, SN12 6ES

Tel: (01225) 704187

Town Clerk and RFO Linda Roberts BA(Hons) PGCAP, FHEA,  
FLSCC

To: Councillor G Ellis (Chair)  
Councillor G Cooke (Vice-Chair)  
Councillor P Aves  
Councillor S Crundell  
Councillor C Goodhind  
Councillor J Oatley  
Councillor S Rabey

30 May 2022

Dear Councillors

In accordance with the Local Government Act (LGA) 1972, Sch 12, paras 10 (2)(b) you are invited to attend the **Economic Development and Planning Committee** meeting of Melksham Town Council. The meeting will be held at the Town Hall on **Monday 6th June 2022** commencing at **7.00 pm**.

A period of public participation will take place in accordance with Standing Order 3(e) prior to the formal opening of the meeting. The Press and Public are welcome to attend this meeting in person, alternatively the public and press may join the meeting via Zoom.

In accordance with the Council's commitment to being open and transparent; all Town Council meetings are recorded and broadcast live. The right to do so was established under the Openness of Local Government Bodies Regulations.

Yours sincerely

Mrs L A Roberts BA(Hons), PGCAP, FHEA, FSLCC  
Town Clerk and RFO

**Melksham Town Council**  
**Economic Development and Planning Committee**

**Public Participation** – To receive questions from members of the public.

*In the exercise of Council functions. Members are reminded that the Council has a general duty to consider Crime & Disorder, Health & Safety, Human Rights and the need to conserve biodiversity. The Council also has a duty to tackle discrimination, provide equality of opportunity for all and foster good relations in the course of developing policies and delivery services under the public sector Equality Duty and Equality 2010.*

**AGENDA**

**Virtual Meeting Access**

Please follow the joining instructions below for the virtual Zoom meeting:

**Join Zoom Meeting**

<https://us02web.zoom.us/j/85407555058?pwd=VVh2ckVibmtwQkg0T1N2Z1g4TGZWUT09>

Meeting ID: **854 0755 5058**

Passcode: **414802**

**1. Apologies**

To receive apologies for absence.

**2. Declarations of Interest**

To receive any Declarations of Interest in respect of items on this agenda as required by the Code of Conduct adopted by the Council.

*Members are reminded that, in accordance with the Council's Code of Conduct, they are required to declare any disclosable pecuniary interest or other registrable interests which have not already been declared in the Council's Register of Interests. Members may however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared on the Register, as well as any other registrable or other interests.*

**3. Minutes (Pages 1 - 6)**

To approve the Minutes of the Economic Development and Planning Committee meeting held on 9 May 2022.

**4. Neighbourhood Plan**

Email: [towncouncil@melksham-tc.gov.uk](mailto:towncouncil@melksham-tc.gov.uk) Web: [www.melksham-tc.gov.uk](http://www.melksham-tc.gov.uk)  
Facebook: [facebook.com/melksham.town](https://facebook.com/melksham.town)

To receive an update from members who attended the Neighbourhood Plan Task Groups meetings held on 25 May 2022.

## 5. Planning Application Considerations

Members to note that when responding to planning applications consideration should be given to the Melksham Joint Neighbourhood Plan, the Wiltshire Core Strategy and the National Planning Policy Framework (NPPF).

## 6. Planning Applications (Pages 7 - 24)

To comment on the following planning applications:

[PL/2022/03140](#)

Advertisement Consent  
MELKSHAM COMMUNITY CAMPUS , MARKET PLACE, SN12 6ES  
Proposal: External non-illuminated advertisements - including main building sign, car park signs and totem sign.  
**Consultation deadline: 02-06-2022** (an extension to the Consultation deadline has been requested)

[PL/2022/03626](#)

46 FOREST ROAD, MELKSHAM, SN12 7AB  
Proposed two bedroom dwelling with associated parking and works, adjacent to No.46 Forest Road, Melksham.  
**Consultation deadline: 09-06-2022**

[PL/2022/03690](#)

37 SARUM AVENUE, MELKSHAM, SN12 6BN  
Single storey flat roof rear extension & single storey front lounge and porch extension.  
**Consultation deadline: 09-06-2022**

[PL/2022/03954](#)

Notification of proposed works to trees in a conservation area  
1 BATH ROAD, MELKSHAM, SN12 6LL  
S1 - PYRACANTHA - FELL T1- HAZEL COMMON - FELL The tree works are proposed to stop the influence of the tree(s) on the soil below building foundation level and provide long term stability.  
**Consultation deadline: 20-06-2022**

[PL/2022/03922](#)

6 REDWING ROAD, MELKSHAM, SN12 7GB  
Install PVCu replica roof extension  
**Consultation deadline: 20-06-2022**

[PL/2022/03958](#)

ALDI BEANACRE, ROAD, MELKSHAM, SN12 8RP  
Variation of condition 1 on 20/01857/VAR to allow extended delivery hours on Sundays and Bank Holidays between 09.00 and 18.00.  
**Consultation deadline: 24-06-2022**

[PL/2022/02903](#)

OLD STABLE HOUSE, 12A HIGH STREET, MELKSHAM, SN12 6JU

Permanent change of use of 2 buildings from use class E (commercial, business and service) to class C3 (dwelling houses). Construction of ground floor rear extension to one building (building A) to form kitchen. Replacement of all windows and external doors on all 3 buildings with UPVC double glazed units. Internal works to all 3 buildings including new or reconfigured staircases, new kitchen and bathroom facilities. Installation of external air source heat pumps to all 3 buildings.

**Consultation deadline: 01-07-2022**

[PL/2022/03984](#)

FORMER LABOUR CLUB, 3 LOWBOURNE, MELKSHAM, SN12 7DZ

Demolition in a conservation area.

Demolition of former Labour Club, as approved under planning reference 13/07076/FUL

**Consultation deadline: 01-07-2022**

[PL/2021/05391](#)

LAND TO THE WEST OF THE A350 (BEANACRE ROAD) NORTH OF DUNCH LANE, MELKSHAM (REVISED PLANS)

Outline planning application for up to 150 dwellings with formal and informal public open space, including areas of play, associated landscaping and vehicular and pedestrian accesses off the A350 (Beanacre Road). All matters reserved except for vehicular access.

Melksham Town Council objected to the planning application on the following grounds:

- the Council wishes to emphasise that the proposed development site has been considered unsuitable for development and therefore not been adopted by the Joint Neighbourhood Plan (Melksham Town Council with Melksham Without Parish Council).
- A350 traffic coming from the north of the site, queuing to turn right to enter the development, will cause considerable standing traffic within Beanacre village, and, as a result, increased air pollution.
- traffic exiting the development turning right in a southerly direction towards Melksham would have to cross the habitually busy carriageway.
- to ensure safe access into and egress from the site, Councillors request the construction of a roundabout at the junction of the estate road with the A350.
- from a landscape perspective the site's location would mean coalescence of Melksham with the village of Beanacre which is not considered desirable.

- a secondary access point to the development to be included, because, in the event of the entrance to the development being blocked, at the A350 junction, emergency vehicles called to a second incident within the development will require means of access and egress.
- the development, if approved, risks greater pressure on existing drainage systems. A robust site drainage proposal with appropriate attenuation will be required for this site.

If the development is approved by Wiltshire Council the S.106 funding should be used to:

- improve links from the development to local footpath infrastructure allowing easier access for residents of the development to leisure and education facilities along Scotland Road, over the river and to the footpath to the east of the river.
- the developer to make available a convenient footpath from the development through Foundry Close to the Railway Station and improve to the local footpath infrastructure along the A350 to help facilitate easy access to the station, bus stops and other amenities within walking distance.
- to reduce the visual impact and noise pollution from the railway, and the visual impact of the development on Beanacre village to the north, the developer should plant additional mature trees, between the development and the railway as well as between the development and the northern boundary of the site, ensuring professional management of the resulting woodland area.
- make appropriate financial contributions for the provision of healthcare and education facilities in the locality of the development. The commitment of Wiltshire Council and the NHS is to be secured to develop such facilities.

Members are requested to consider the revised plans for the above planning application and to formulate a Town Council response by the deadline of **31 May 2022**. A extension to the deadline for comments has been requested.

The following documents are enclosed for information:

- original site layout
- revised site layout (named Feasibility Layout below)
- extract from the minutes of the Melksham Without Planning Committee meeting held on 23 May 2022.
- a list of comments received following Melksham Without Parish

Council's consideration of the application in August 2021.

The revised plans for consideration are:

- Ecological Impact Assessment
- Concept Plan
- Melksham Trees & Roost Potential Appendix 9.4
- Bat Roost Tree Assessment and Bat Aerial Tree Survey
- Planting Schedule
- Ecology Parameters Plan
- Feasibility Layout
- Landscape Framework Plan
- Outline Arboricultural Impact Assessment
- Land use and Access Parameters Plan
- Ecological Constraints and Opportunities Plan
- Flood Risk Assessment
- Biodiversity Metric
- Habitat Loss

## 7. Planning Decisions

To note the following planning decisions:

<a href="#"><u>PL/2022/01227</u></a>	Advertisement Consent MELKSHAM HUB, STATION APPROACH, MELKSHAM SN12 8BN Proposed wayfinding sign <b>Decision:</b> Approve <b>MTC Response:</b> No objection
<a href="#"><u>PL/2022/01280</u></a>	5 ST ANDREWS ROAD, MELKSHAM, SN12 7DB Single storey front porch extension to provide a down stairs bathroom <b>Decision:</b> Approve with Conditions <b>MTC Response:</b> No objection
<a href="#"><u>PL/2022/01874</u></a>	19 WOODSTOCK GARDENS, MELKSHAM, SN12 6AN Proposed Single Storey Extension <b>Decision:</b> Approve with Conditions <b>MTC Response:</b> No objection
<a href="#"><u>PL/2022/02396</u></a>	<b>43 LITTLEJOHN AVENUE, MELKSHAM, SN12 7AW</b> Construct a single storey domestic, wooden garage. replaces existing extant permission for a similar building in the same location. <b>Decision:</b> Approve with Conditions <b>MTC Response:</b> No objection

- [PL/2022/02117](#) 54 SANDRIDGE ROAD, MELKSHAM, SN12 7BP  
Proposed Single Storey Extensions & Alterations  
**Decision:** Approve with Conditions  
**MTC Response:** No objection
- [PL/2022/01483](#) LAND AT 14 SHERWOOD AVENUE, MELKSHAM, SN12 7HJ  
Proposed single storey 2 bedroom bungalow  
**Decision:** Withdrawn by Applicant  
**MTC Response:** No objection
- [PL/2021/06702](#) FOREST AND SANDRIDGE C OF E VOLUNTARY AIDED PRIMARY SCHOOL, CRANESBILL ROAD, MELKSHAM SN12 7GN  
The works include an extension to the existing 2 form entry primary school to provide 4 additional classrooms, a new studio space, 2 No. additional group rooms, additional WCs and storage. There are also internal works to the existing nursery space to enable a new reception classroom to be formed. The existing car park is also expanded to respond to an increase in staff numbers.  
**Decision:** Approve with Conditions  
**MTC Response:** Object
- [PL/2022/02398](#) 376 LONGLEAZE LANE, MELKSHAM, SN12 6QJ  
Single storey rear/side extension and porch  
**Decision:** Approve with conditions  
**MTC Response:** No objection
- [PL/2022/02592](#) 156 SKYLARK ROAD, MELKSHAM, SN12 6FQ  
Proposed single storey rear extension  
**Decision:** Approve with conditions  
**MTC Response:** No objection
- [PL/2022/02630](#) 376 LONGLEAZE LANE, MELKSHAM, SN12 6QJ  
49 UNION STREET, MELKSHAM, SN12 7PR  
Proposal: Change of use from F1 church activities to C3 residential dwelling  
**Decision:** Approve with conditions  
**MTC Response:** No objection
- [PL/2021/11763](#) Shurnhold Farmhouse, Shurnhold, Melksham, SN12 8DF  
Conversion of outbuilding to use as holiday let and air bnb.  
**Decision:** Approve with condition  
**MTC Response:** No objection- with condition that the application is in line with Policy 4, and 2 Neighbourhood Plan.

[PL/2022/00270](#)

Works to a Listed Building  
Shurnhold Farmhouse, Shurnhold, Melksham, SN12 8DF  
Conversion of outbuilding to use as holiday let and air bnb.

**Decision:** Approve with conditions

**MTC Response:** No objection (See above)

## **8. Wiltshire Council Planning Appeal Decision (Pages 25 - 30)**

To note the Wiltshire Council Planning Appeal decision for ref PL/2021/06935 - 30 St Michael's Close Melksham SN12 6HN (see attached).

Melksham Town Council objected to the application on the following grounds:

- loss of green space.
- on highways grounds: traffic approaching from the direction of the school would not be able to see vehicles leaving the property.
- on highways grounds: traffic approaching from the north-east (from the direction of the school) would not be able to see vehicles leaving the property.
- on highways grounds: traffic leaving the property safely would have to go to the end of this no through road to turn, in order to return and egress at Semington Road. This would result in a detrimental increase in traffic congestion on this residential street and in an area used as a walk through by school children.

## **9. Local Highways and Footpath Improvement Group (LHFIG) issues**

### **9.1 Maple Close/Sandridge Road**

1. Members are requested to approve the use of £6,000 from the LHFIG (CATG) budget to work in conjunction with Wiltshire Council to resolve the dangerous corner by widening the footway with land donated by a resident.
2. Members are requested to approve to meet the costs of the resident's legal fees in connection with the transfer of the land to Wiltshire Council from the Town Council's Professional Fees budget. The cost is estimated at £1,500.00.

### **9.2 Chapel Close Melksham Site Visit Suggestions (Pages 31 - 32)**

To consider the way forward from the suggestions made by Mark Stansby of Wiltshire Council Highways following his site visit to Chapel Close, Melksham. (See attached).

### **9.3 Outcome from the Local Highways and Footpath Improvement Group (LHFIG) Meeting held on 19 May 2022**

To note the responses below relating to the two Highways Improvement Notices reviewed at the LHFIG meeting held on 19 May 2022:



- 2 Queensway, Melksham – the Group noted that the access had yet to be constructed and therefore officers are unable to advise on the appropriateness of this request. This will be deferred until construction begins.
- Church Street/ High Street Melksham Traffic Signals – this will be investigated and findings reported back at the next LHFIG meeting.

#### **9.4 Traffic Survey Results (Pages 33 - 38)**

To note the results of the traffic surveys carried out by Wiltshire Council on Old Broughton Road and A3102 Bradford Road. survey. The results indicate that no further action is required (see attached survey results and Community Speed Watch Criteria).

#### **10. 20 m.p.h. Speed Limit Restrictions (Pages 39 - 40)**

To decide which of the proposed roads identified by Councillors and members of the public would be put forward for the introduction of 20 mph speed limit restrictions (see attached).

#### **11. Melksham Community Campus Car Park (Pages 41 - 44)**

Members are requested to consider the County of Wiltshire(Western Wiltshire) (Off Street Parking Places) Order 2018( Amendment No 1) Order 2022 (see attached), and formulate a response from the Town Council. (Note that a response is required by 30 May 2022). An extension to the consultation deadline has been agreed.

#### **12. Vision for Melksham Town Centre (Pages 45 - 48)**

To discuss the attached proposal from Townsfolk in the creation of a Vision for the Town Centre looking forward for the next 10 years.

#### **13. Strategic Discussion**

Members to have a strategic discussion on how the take Economic Development and Planning for Melksham forward throughout the year, rather than just responding to matters as they arise.

#### **14. Northacre Briefing 15 (Pages 49 - 50)**

To receive the Environment Agency Briefing 15: Northacre Renewable Energy Ltd (see attached).

#### **15. Sparkle Team and Parish Steward**

To consider jobs to be undertaken by the Sparkle Team and Parish Steward.

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## Melksham Town Council

### Minutes of the Economic Development and Planning Committee meeting held on Monday 9th May 2022

**PRESENT:** Councillor J Hubbard (Chair)  
Councillor P Aves  
Councillor S Crundell  
Councillor G Ellis  
Councillor C Goodhind  
Councillor S Mortimer  
Councillor J Oatley  
Councillor S Rabey

**IN ATTENDANCE:** Councillor M Sankey - Wiltshire Councillor

<b>OFFICERS:</b>	Linda Roberts	Town Clerk
	Christine Hunter	Committee Clerk

**PUBLIC PARTICIPATION:** One member of the press was present virtually.

**234/21 Apologies**

No apologies were received.

**235/21 Declarations of Interest**

There were no declarations of interest

**236/21 Minutes**

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Oatley and

**UNANIMOUSLY RESOLVED** that the minutes of 25 April 2022 having previously been circulated, were approved as a correct record and signed by the Chair, the Town Mayor, Councillor Hubbard.

**237/21 Priority for People**

Gerald Milward Oliver of Priority for People updated members on the work undertaken so far advising that with co-operation from stakeholders a plan for sustainable mobility could be achievable over the next fifteen years. Gerald confirmed that the EU blueprint for initiatives of this kind is a Sustainable Mobility Plan (SMP), which is a long term vision focusing on strategic objectives with high level co-ordination. A Melksham SMP

would be based on Melksham Town Council (MTC) providing strategic direction and leadership to create a safe and healthy environment for the Melksham community.

The Town Mayor, Councillor Hubbard, questioned why the Priority for People initiative is separate from the Joint Melksham Neighbourhood Plan as the latter covered a wider area than Melksham town. He believed that there should be joint working with Melksham Without Parish Council (MWPC), as in future there may be changes to the boundaries between MTC and MPC. Gerald replied that he understood concerns about the overlap of work between the Priority for People and the Joint Melksham Neighbourhood Plan but believed that the two groups should move forward separately, whilst sharing information and working together. Gerald explained that MTC would lead the core group for Priority for People, and that MWPC would be asked to nominate a Deputy Chair with other local councils invited to become involved. Gerald asked for approval to commence discussions with MWPC and other parish councils within the community area.

The Town Mayor, Councillor Hubbard, raised concerns that the Town Council had solely funded all the Priority for People work undertaken so far.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Aves and

**UNANIMOUSLY RESOLVED** to ask the Town Clerk to write to MWPC, briefing them on work undertaken to date, confirming the Town Council were now considering to move to the next stage of the project, and inviting MWPC to become partners in the Priority for People project, taking the project forward on the same financial basis as the Neighbourhood Plan: MTC contributing 70% of the costs and MWPC contributing 30%.

## **238/21 Neighbourhood Plan**

### **238/21.1 Verbal Update**

Councillor Rabey confirmed that the advertisement in the local press on 28 April 2022 requested nominations for protected green space sites, and that local landowners would be contacted for possible housing sites.

The Town Clerk confirmed that the Housing Needs Assessment would be advertised in the Melksham Independent News this week to capture housing requirement information which would feed into the Neighbourhood Plan to ensure the right type of housing is built.

Councillor Rabey asked for more Councillor representatives for the Steering Task Groups. Additional membership of the Task Groups was agreed as follows:

Councillors Aves, Goodhind and Oatley      Town Task Group

The Town Mayor, Councillor Hubbard, raised his concern that the Neighbourhood Plan Steering Group Terms of Reference did not allow membership of a Councillor who was a representative on another body (i.e., Wiltshire Council), so automatically excluding three members of the Town Council.

Councillor Oatley confirmed that the terms of reference indicated this fact.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by councillor Oatley and

**UNANIMOUSLY RESOLVED** to ask the Town Clerk to contact MWPC Clerk to clarify terms of reference for the Steering Group and suggest the terms are changed to allow members of the Steering Group to be Unitary councillors or members of other community groups.

#### **238/21.2 Neighbourhood Plan Steering Group Minutes**

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Aves and

**UNANIMOUSLY RESOLVED** to note the draft Minutes of the Joint Melksham Neighbourhood Plan Steering Group meeting held on 27 April 2022.

#### **238/21.3 Expenditure**

The Town Mayor, Councillor Hubbard, confirmed the Town Council's budget for 2022/2023 includes a budget for expenditure on the NHP and that the authority for payments is delegated to the Town Clerk.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor S Crundell and

**UNANIMOUSLY RESOLVED** that the current delegated authority to the Town Clerk to approve payments for the Joint Melksham Neighbourhood Plan up to £10,000, if re-affirmed. Thus, negating the needs for payments to be approved by council before being paid.

#### **239/21 Western Area Planning Committee Notification**

Councillor Sankey confirmed that having called-in the planning application, he would be speaking at the public meeting to be held on 18 May 2022. He explained that members would need to register their wish to speak before the meeting commenced.

Councillor Sankey raised his concern that the Town Council's objections would not be considered as he felt that Wiltshire Council were minded to support the application.

The Town Mayor, Councillor Hubbard, explained that the original Pathfinder Way development plan had included a new school but that the planning application under consideration was to expand an over-subscribed school rather than build a new one. The Town Mayor, Councillor Hubbard, confirmed that large numbers of children were travelling to schools further away which was against the Town Council's environmental policies.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Oatley and

**UNANIMOUSLY RESOLVED** to ask the Town Mayor, Councillor Hubbard, to represent the Town Council and raise the following objections at the Western Area Planning Committee meeting:

- the Town Council's previous planning objections still stand.
- many of the children from the new housing development will be attending Forest and Sandridge school resulting in more cars than the Town Council had estimated in the original planning objection.
- there is the land, the willingness and the funding to build a school on the proposed new housing development which needs to be explored further.
- the use of green spaces to extend the school is against the Town Council's ethos to promote healthy living.
- the danger of accessibility to the school.
- pupils will have to cross three major roads to walk to Forest and Sandridge school from the proposed new housing development.

## **240/21 Planning Decisions**

Members noted the following planning decisions:

[PL/2022/01600](#) 82 DUNCH LANE MELKSHAM SN12 8DX  
Proposed Alterations to Rear Single Storey Extension  
**Decision:** Approved with Conditions  
**MTC Response:** No objection.

## **241/21 Community Area Transport Group (CATG) Replacement**

The Town Mayor, Councillor Hubbard, confirmed that Local Highways and Footpath Improvement Group (LHFIG) had replaced the Community Area Transport Group (CATG).

### **241/21.1 Local Highways and Footpath Improvement Group (LHFIG) Issues**

Members considered the request for the introduction of a crossing opposite the King George V Park entrance. Discussion covered

widening the footpath, highways issues and the current Union Street crossing.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Rabey and

**UNANIMOUSLY RESOLVED** not to support the request for a crossing opposite King George V Park. The Town Clerk was asked to write to applicant confirming that the Council were unable to support the request as there was a crossing in place nearby and ask if the applicant had any other suggestions.

**242/21 Proposed Traffic Regulation Order for Consultation - Off Street Parking Orders 2022**

The proposed Traffic Regulations Order for consultation – Off Street Parking Orders 2022 was received.

The Town Mayor, Councillor Hubbard, confirmed that the order related to the proposed increase in car parking charges and that a response would be required by 23 May 2022. The Town Mayor, Councillor Hubbard, explained that the location and type of parking payment machines would need to be wheelchair friendly if charges were to be introduced for disabled parking bays.

It was proposed by the Town Mayor, Councillor Hubbard, seconded by Councillor Rabey and

**UNANIMOUSLY RESOLVED** that the Town Council's response to the Traffic Regulation Order consultation would be as follows:

- to request the provision of parking meters suitable for use by disabled persons to be sited in the vicinity of the disabled car parking spaces in each of the car parks.
- to confirm that the Town Council regrets that new residents to the town will be unable to access a free resident's parking permit.
- to confirm that the Town Council's previous objections to the Order still stand.
- to ask for clarification of Paragraph 71 where it states that members of the public without authorisation by the Council cannot enter or drive through the car park unless they are using the car park. This would mean that a number of Melksham Residents are being blocked from accessing their car parking spaces through Central Car Park and King Street Car Park.

**243/21 Sparkle Team and Parish Steward**

Councillors Aves, Rabey, S Crundell and Mortimer asked for the following works to be added to the Sparkle Team and Parish Steward works schedule for:

- Lowbourne – remove dead leaves from pavements.

- Union Street – remove weeds in the gutter and clear nettles in the cut through from Union Street to the Park.
- Broughton Road, clear rubbish and overgrown weeds.
- Lowbourne and Union Street Car Parks – cut back hedges where they encroach on car parking spaces.
- Various roads around Melksham town – remove fly posters on the electrical equipment boxes.
- King George V Park – remove graffiti from the umbrella seating area.

Meeting Closed at: 8.50 pm

**Signed:** .....

**Dated:**



ORIGINAL  
PLAN  
149  
Dwellings

Area	Area (sqm)	Area (sqft)	Area (acres)	Area (hectares)	Area (milles)
1	100	1076	0.023	0.00023	0.000023
2	200	2152	0.046	0.00046	0.000046
3	300	3228	0.069	0.00069	0.000069
4	400	4304	0.092	0.00092	0.000092
5	500	5380	0.115	0.00115	0.000115
6	600	6456	0.138	0.00138	0.000138
7	700	7532	0.161	0.00161	0.000161
8	800	8608	0.184	0.00184	0.000184
9	900	9684	0.207	0.00207	0.000207
10	1000	10760	0.230	0.00230	0.000230
11	1100	11836	0.253	0.00253	0.000253
12	1200	12912	0.276	0.00276	0.000276
13	1300	13988	0.299	0.00299	0.000299
14	1400	15064	0.322	0.00322	0.000322
15	1500	16140	0.345	0.00345	0.000345
16	1600	17216	0.368	0.00368	0.000368
17	1700	18292	0.391	0.00391	0.000391
18	1800	19368	0.414	0.00414	0.000414
19	1900	20444	0.437	0.00437	0.000437
20	2000	21520	0.460	0.00460	0.000460
21	2100	22596	0.483	0.00483	0.000483
22	2200	23672	0.506	0.00506	0.000506
23	2300	24748	0.529	0.00529	0.000529
24	2400	25824	0.552	0.00552	0.000552
25	2500	26900	0.575	0.00575	0.000575
26	2600	27976	0.598	0.00598	0.000598
27	2700	29052	0.621	0.00621	0.000621
28	2800	30128	0.644	0.00644	0.000644
29	2900	31204	0.667	0.00667	0.000667
30	3000	32280	0.690	0.00690	0.000690
31	3100	33356	0.713	0.00713	0.000713
32	3200	34432	0.736	0.00736	0.000736
33	3300	35508	0.759	0.00759	0.000759
34	3400	36584	0.782	0.00782	0.000782
35	3500	37660	0.805	0.00805	0.000805
36	3600	38736	0.828	0.00828	0.000828
37	3700	39812	0.851	0.00851	0.000851
38	3800	40888	0.874	0.00874	0.000874
39	3900	41964	0.897	0.00897	0.000897
40	4000	43040	0.920	0.00920	0.000920
41	4100	44116	0.943	0.00943	0.000943
42	4200	45192	0.966	0.00966	0.000966
43	4300	46268	0.989	0.00989	0.000989
44	4400	47344	1.012	0.01012	0.001012
45	4500	48420	1.035	0.01035	0.001035
46	4600	49496	1.058	0.01058	0.001058
47	4700	50572	1.081	0.01081	0.001081
48	4800	51648	1.104	0.01104	0.001104
49	4900	52724	1.127	0.01127	0.001127
50	5000	53800	1.150	0.01150	0.001150
51	5100	54876	1.173	0.01173	0.001173
52	5200	55952	1.196	0.01196	0.001196
53	5300	57028	1.219	0.01219	0.001219
54	5400	58104	1.242	0.01242	0.001242
55	5500	59180	1.265	0.01265	0.001265
56	5600	60256	1.288	0.01288	0.001288
57	5700	61332	1.311	0.01311	0.001311
58	5800	62408	1.334	0.01334	0.001334
59	5900	63484	1.357	0.01357	0.001357
60	6000	64560	1.380	0.01380	0.001380
61	6100	65636	1.403	0.01403	0.001403
62	6200	66712	1.426	0.01426	0.001426
63	6300	67788	1.449	0.01449	0.001449
64	6400	68864	1.472	0.01472	0.001472
65	6500	69940	1.495	0.01495	0.001495
66	6600	71016	1.518	0.01518	0.001518
67	6700	72092	1.541	0.01541	0.001541
68	6800	73168	1.564	0.01564	0.001564
69	6900	74244	1.587	0.01587	0.001587
70	7000	75320	1.610	0.01610	0.001610
71	7100	76396	1.633	0.01633	0.001633
72	7200	77472	1.656	0.01656	0.001656
73	7300	78548	1.679	0.01679	0.001679
74	7400	79624	1.702	0.01702	0.001702
75	7500	80700	1.725	0.01725	0.001725
76	7600	81776	1.748	0.01748	0.001748
77	7700	82852	1.771	0.01771	0.001771
78	7800	83928	1.794	0.01794	0.001794
79	7900	85004	1.817	0.01817	0.001817
80	8000	86080	1.840	0.01840	0.001840
81	8100	87156	1.863	0.01863	0.001863
82	8200	88232	1.886	0.01886	0.001886
83	8300	89308	1.909	0.01909	0.001909
84	8400	90384	1.932	0.01932	0.001932
85	8500	91460	1.955	0.01955	0.001955
86	8600	92536	1.978	0.01978	0.001978
87	8700	93612	2.001	0.02001	0.002001
88	8800	94688	2.024	0.02024	0.002024
89	8900	95764	2.047	0.02047	0.002047
90	9000	96840	2.070	0.02070	0.002070
91	9100	97916	2.093	0.02093	0.002093
92	9200	98992	2.116	0.02116	0.002116
93	9300	100068	2.139	0.02139	0.002139
94	9400	101144	2.162	0.02162	0.002162
95	9500	102220	2.185	0.02185	0.002185
96	9600	103296	2.208	0.02208	0.002208
97	9700	104372	2.231	0.02231	0.002231
98	9800	105448	2.254	0.02254	0.002254
99	9900	106524	2.277	0.02277	0.002277
100	10000	107600	2.300	0.02300	0.002300





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House Type	Bed	Nr	House Sq Ft	Total Sq Ft
Affordable (social rent)				
APT-1B	1	6	680	4,080
APT-2B	2	8	725	5,800
3B-915	3	4	915	3,660
3B-985	3	3	985	2,955
4B-1080	4	1	1,080	1,080
Sub Total		22		17,575
Affordable (intermediate)				
2B-775	2	12	775	9,300
3B-915	3	7	915	6,405
3B-1030	3	2	1,080	2,160
Sub Total		21		17,865
Affordable Total			43	35,440
Market				
1B-510	1	2	510	1,020
1B-560	1	2	560	1,120
2B-700	2	23	700	16,100
3B-885	3	5	885	4,425
3B-950	3	10	950	9,500
3B-985	3	1	985	985
3B-1050	3	9	1,050	9,450
3B-1025	3	5	1,025	5,125
3B-1030	3	12	1,030	12,360
4B-1205	4	11	1,205	13,255
4B-1300	4	4	1,300	5,200
4B-1380	4	3	1,380	4,140
4B-1250	4	6	1,250	7,500
4B-1450	4	2	1,450	2,900
4B-1145	4	4	1,145	4,580
Sub Total		99		128,520
Total			142	130,680
Net Dev				8.26 acres
Coverage				15,821 sq ft/acre

LATEST  
PLAN  
142 dwellings



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**EXTRACTS FROM MELKSHAM WITHOUT PLANNING COMMITTEE MEETING HELD ON  
MONDAY, 23 MAY 2022.**

**28/22 Public Participation**

Councillor Holder explained two planning applications on the agenda were within his ward ie PL/2022/03162: Old Loves Farm, Bowerhill and PL/2022/03454: 280 Sandridge Lane and whilst he had no concerns, wished to hear what the parish council had to say on each application.

Several residents of Beanacre, including Burnt Cottages and Old Road were in attendance to voice their objections to the revised outline plans for up to 150 dwellings on land West of the A350 (Beanacre Road) and North of Dunch Lane (Planning Application PL/2021/05391).

Residents objected to the plans for the following reasons:

- The revised plans appear not to address concerns previously raised with regard to the current lack of infrastructure, such as doctors and school places and the impact on the A350 and safety concerns accessing/exiting the site.
- There is no housing allocation for Beanacre in the current Local Plan or the Neighbourhood Plan.
- Melksham has already reached its housing allocation up to 2026.
- Highway concerns, such as increased traffic on the very busy A350, which suffers with congestion most times, it can often take 10 minutes to join the A350 from residences along Beanacre Road including Westlands Lane and Old Road.

Concern proposals for a ghost island starting near Burnt Cottages, which could result in rear end shunts, if people turning into the new development are not aware of people wishing to turn into Burnt Cottages.

Concern at length of time an emergency vehicle will take to access the site, if there has been an accident on the A350, given current experience of tailbacks as a result of an accident along the A350 between Melksham and Chippenham.

- Coalescence between Beanacre and Melksham, which is contrary to policies within the Core Strategy.
- Impact on Burnt Cottages, with concentration of development around the cottages, which will create overlooking, as well as possible light pollution

from vehicles into the rear of properties.

- Flood risk. The site is central to water dispersal during wet weather and often floods. There is a high water table in this area, often taking quite a while for water to disperse. If this site is built on, there is a concern water will be displaced and flood areas elsewhere in Beanacre.

Several properties in Beanacre have already experienced flooding. Therefore, there is a concern this development will increase the flood risk, particularly if some of the site is heightened, as suggested.

A drainage report mentions there is unlikely to be significant ground water flooding within the proposed development, which is a concern, given local knowledge of how often the site floods and often has standing water.

Drainage pipes/ditch for Burnt Cottages are within the site, which the applicant was not aware initially, therefore plans of the drainage for the cottages had been sent to the applicant, but to date whilst receipt of the information had been acknowledged, there has been no further contact. Therefore, residents of Burnt Cottages do not know if they will be incorporated into mains drainage within the new development or stay as they are at present with no mains drainage. Having looked at the plans it would appear the drainage pipes will be located under the proposed cyclepath to the rear of Burnt Cottages.

- Proximity to the railway line, which is getting busier and has an open crossing to adjacent fields. It was noted Network Rail would be seeking a contribution of £150,000 towards stop lights on the crossing and therefore had removed their objection to proposals for the site. However, the crossing is unmanned, with a concern residents, including unaccompanied children/teenagers from the development may be tempted to use the crossing to access the play area in Dunch Lane or Shurnhold Fields as well as other facilities, creating an increased risk of an accident.
- Pedestrian safety, particularly for children walking along the footpath adjacent to the busy A350 to access facilities, such as the play area in Beanacre or into town. It is very difficult to walk along the footpath two abreast, particularly with a child in a buggy/pram and with a toddler, wheelchair users also find the footpath along the A350 difficult to negotiate.
- Impact on any archaeology on the site. Understand Roman/Saxon finds have been found not far from the site.

Following agreement from Members, Councillor Wood moved agenda item 8 regarding revised plans for planning application PL/2021/05391 further up the agenda, as members of the public were present.

**29/22 Revised Plans** To comment on any revised plans received within the required timeframe (14 days)

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

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

- The loss of 'green gap' between Beanacre and Melksham, creating coalescence between Beanacre and Melksham
- The site is outside the Settlement Boundary.
- Housing numbers for the Melksham Community Area up to 2026 have already been met; as per the Wiltshire Core Strategy and the Wiltshire Housing Site Allocations Plan.
- Melksham's Joint Neighbourhood Plan was 'made' by Wiltshire Council on 8 July 2021, therefore the lack of 5-year land supply as referred to by the applicant in their documentation as justification for approving this application does not apply.
- Whilst affordable housing is proposed it needs to be more scattered within the development, currently it is clustered in various locations throughout the site.

- If this application were approved a precedent could be set for further development to the East of the A350 opposite this site, which would also be unsustainable for the same reasons as this application.
- Lack of both primary and secondary school places. The nearest primary school is Shaw Primary School. It is understood the school is oversubscribed and unable to expand and other schools closest to the site are also full.

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

Members noted the Education response to the original application stated both primary and secondary school provision at designated schools have no capacity.

- Accessibility and pedestrian safety. Lack of adequate footpaths along parts of Dunch Lane to walk to Shaw Primary School (if places were available). Also, a lack of adequate footpaths to both the South towards the town, but particularly to the North of the site along the A350 to Beanacre, to provide safe access to facilities, such as the play area adjacent to St Barnabas Church.
- The reliance of residents on the private vehicle to access facilities, such as primary schools and Melksham Oak, the railway station, health services and major supermarkets to name a few.
- The Parish Council are disappointed there are no proposals for a play area on the site, given its size and despite one being promised during pre app discussions by the developer. Children will have to access the play area at Beanacre or Dunch Lane.
- Access to the railway station from this site is difficult and would require negotiating a busy road infrastructure in order to access it.

Members noted there is no footpath on the Western side of the A350 towards town, once pedestrians get beyond



Spencers Club, requiring pedestrians to cross the very busy A350 at this point over to the other side of the road to use the underpass to access the railway station.

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

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

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

- Proposals for the development include bus pull-in laybys, these are no longer the preferred option, as it is often difficult for vehicles to rejoin the flow of traffic. The preferred option is for vehicles to stop in a live traffic lane, to pick-up/drop off passengers.
- Bus services. Whilst it is noted there is the X34 service between Melksham/Chippenham & Frome, there is no evening or Sunday service.
- Noise Impact on residents of the development. The site is between the busy A350 to the West and the railway line to the East. It was noted all trains are required to sound their horns to warn people who may be using the farmers track or public Right of Way, which crosses the line in this area.
- Safety of pedestrian crossing the unmanned railway line via a public right of way. Even with suggested £150,000

of improvements with a miniature stop lights, it will still be an open unmanned crossing with potential for children to use it unaccompanied. There are no footpaths on Dunch Lane and therefore people will be tempted to use this crossing.

- Impact on already overstretched GP services within the town, the Council are aware the NHS, in commenting on another application in Melksham Without in February 2021 had stated there is no capacity within the GP services in town.
- Lack of public open space in the built up area of the development.
- The impact on the ecology of the area, particularly the woodland to the North of the site. It is understood bats and Great Crested Newts have been spotted in the area.
- The impact on the heritage of Beanacre and the proximity to several listed buildings, such as Beanacre Old Manor (Grade I) and New Manor (Grade II).
- There is no mains drainage in Beanacre, Wessex Water are looking to installed mains drainage in Westlands Lane only at the present time.
- Impact this development will have on flooding. Some properties in Westlands Lane, Beanacre (A350 end) and other properties in Beanacre are lower than pavement level and often flood internally from water coming off nearby fields, despite attenuation/dew ponds. There is concern of the impact of the proposed development to these fields with attenuation to the north of the development.
- Surface water drainage. Whilst the applicant has taken on board concerns with regard to drainage not going Westwards towards South Brook, which often overflows, causing flooding in Shurnhold. Members noted concerns of local residents in that currently this land serves as effective attenuation for run off and serves a purpose in at least reducing some of the flooding which can occur in Beanacre and therefore more work is required on drainage.

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

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

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

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

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

### **Recommendation**

*That the development of the site would comprise a significant extension to the northern part of Melksham. Given its location along the A 350 (Beanacre Road),*

*development would increase traffic and road safety issues on this busy corridor.*

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

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

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

## **Melksham Neighbourhood Plan**

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

### **‘Policy 3: Flood Risk and Natural Flood Management**

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

- i. are located where the risk of flooding (from all sources) is lowest;
- ii. demonstrate how surface water and associated run-off can be drawn into the ground in a sustainable way for surface treatments in residential, commercial and public parking areas;
- iii. demonstrate, where applicable, that existing land drainage and ditches are safeguarded to ensure that any sustainable surface water outfalls are not lost;
- iv. utilise re-use of rainwater wherever possible but where discharged, should be done as high up the drainage hierarchy as possible by aligning

- modern drainage systems with natural water processes;
- v. demonstrate efficient water usage of no more than 110 litres per person per day for new residential development and all new non-residential development of 1000 square metres gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.

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

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

### **Policy 11: Sustainable Transport and active Travel:**

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

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

Attention is also drawn to proposals to amend various aspects of the National Planning Policy Framework (NPPF) including Chapter 14: Meeting the Challenge of

Climate Change, flooding and coastal Proposed Change currently under consultation

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

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

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

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

- For improvements to the pavement/footway in both the North and South direction along the Beanacre Road to provide better connectivity to facilities.
- Funding towards the community facilities at St Barnabas Church and adjoining land – the play area, the school room (the de facto community centre), and the community field.
- Provision is made for a connection to mains drainage, as Beanacre itself is not on mains drainage. NB: Wessex Water are currently looking at providing mains drainage in Westlands Lane.
- Access to the train station. In the response from Wiltshire Highways regarding this application it states funding is likely to be sought from this development towards the planned scheme of improvements at Melksham Train Station. Therefore, Members ask that this funding is used to provide a pedestrian link to the station off of Foundry Close.
- To ensure that school and NHS contribution requests are included (that Wiltshire Council and the NHS commit to this in the s106)

- Circular pedestrian routes are included around the site.
- The provision of a play area. The Parish Council to enter into negotiations over taking over management and ownership of any proposed LEAPs (Local Equipped Area of Play) (if situated within the parish boundary of this site which straddles both Town and Melksham Without parishes).
- Equipment be installed for teenagers.
- The provision of benches and bins where there are circular pedestrian routes and public open space.
- Shared spaces which are easily identifiable.
- There are practical art contributions and the Parish and Town Councils are involved in public art discussions.
- The development is tenant blind.
- Any bus shelters provided are suitable in providing Real Time Information (RTI) i.e., access to an electricity supply, WiFi connectivity and appropriate height.
- Contribution towards improved bus services, which serve the area. It was noted there is no X34 bus service after 6.00pm and no service on a Sunday.
- Speed limit within the site is 20mph and self-enforcing.
- The road layout is such that there are no dead ends in order that residents and refuse lorries do not need to reverse out of roads.
- Any proposed new trees are not planted on boundaries, but further into public open spaces.
- Where dwellings are proposed adjacent to existing dwellings the design is such, that the layout is garden to existing garden.

It was noted Councillor Alford (Melksham Without North & Shurnhold) had 'called in' this application for

consideration at a Planning Committee Meeting of Wiltshire Council.

The Clerk invited members of the public to leave their details in order to be contacted if the application were to be considered at a Wiltshire Council Planning Committee in order they could be notified by the parish council.



There are also some comments made by the following which were made after Melksham Without Parish Council considered the application in August 2021:

**Highways** - Have since updated their comments from October 2021 and made no objection following an improved junction layout and request a Travel Plan. It appears the Highway Officer has had site of amended access plans, which don't appear on the planning portal.

**Ecology** – Oct 2021: **Objection**. Mentions no Ecological Parameters Plan submitted, but they have since submitted one. (Cannot see an updated response as yet)

**Spatial Planning** – Sept 2021 (David Way): Development outside settlement boundary. Not supported in principle as it would not accord with the strategy and pattern of development anticipated by the Wiltshire Core Strategy and Joint Neighbourhood Plan. Therefore, from a strategic policy perspective, the proposal would not constitute sustainable development and thereby also conflict with the principle aims of the NPPF and therefore Spatial planning **object** to proposals.

**Drainage**: have updated their comments and say maintain objection until the agreement in principle from Network Rail and Wessex Water is provided (as this provides the confidence that the site has a feasible outfall and therefore a feasible drainage strategy. Once agreement provided will withdraw objection.

**Network Rail extract from recent comments**: Following consultation between the developer and public rights of way at Wiltshire Council, it was confirmed that a diversion order would not be supported by Wiltshire council. The developer now proposes to provide a contribution of £150,000.00 towards miniature stop lights at 'Melksham without 92' level crossing, therefore Network Rail **removes its objection** to the above application; This would be subject to a mechanism being included either within a Unilateral Undertaking (example attached) or S106 agreement. The provision of a contribution will mitigate the impact the proposed development will have on Melksham without 92 level crossing. It will meet the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) for the following reasons:

**SAFETY** Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [assetprotectionwestern@networkrail.co.uk](mailto:assetprotectionwestern@networkrail.co.uk).

**FENCING** Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

**DRAINAGE** Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels – if altered, to be such that water flows away from the railway. Drainage is not to show up on Buried service checks.

**NOISE** Network Rail would remind the council and the applicant of the potential for any noise/vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary. The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains. There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running which can lead to increased levels of noise. We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.



The Planning  
Inspectorate

# Agenda Item 8

Temple Quay House  
2 The Square  
Bristol  
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Your Ref:

Our Ref: APP/Y3940/W/21/3288445

Wiltshire Council  
Planning Appeals  
County Hall  
Bythesea Road  
Trowbridge  
Wiltshire  
BA14 8JN

09 May 2022

Dear Sir/Madam,

## **Town and Country Planning Act 1990**

### **Appeal by Mrs Natasha Nicholas**

**Site Address: 30 St Michael's road, melksham, SN12 6HN**

I enclose a copy of our Inspector's decision on the above appeal(s).

If you have queries or feedback about the decision or the way we handled the appeal(s), you should submit them using our "Feedback" webpage at <https://www.gov.uk/government/organisations/planning-inspectorate/about/complaints-procedure>.

If you do not have internet access please write to the Customer Quality Unit at the address above.

If you would prefer hard copies of our information on the right to challenge and our feedback procedure, please contact our Customer Service Team on 0303 444 5000.

Please note the Planning Inspectorate is not the administering body for High Court challenges. If you would like more information on the strictly enforced deadlines for challenging, or a copy of the forms for lodging a challenge, please contact the Administrative Court on 020 7947 6655.

The Planning Inspectorate cannot change or revoke the outcome in the attached decision. If you want to alter the outcome you should consider obtaining legal advice as only the High Court can quash this decision.

We are continually seeking ways to improve the quality of service we provide to our customers. As part of this commitment we are seeking feedback from those who use our service. It would be appreciated if you could take some time to complete this short survey, which should take no more than a few minutes complete:

[https://www.surveymonkey.co.uk/r/Planning\\_inspectorate\\_customer\\_survey](https://www.surveymonkey.co.uk/r/Planning_inspectorate_customer_survey)

Thank you in advance for taking the time to provide us with valuable feedback.

Yours faithfully,

***Aaron Kang***

Aaron Kang

*Where applicable, you can use the internet to submit documents, to see information and to check the progress of cases through GOV.UK. The address of the search page is - <https://www.gov.uk/appeal-planning-inspectorate>*



---

## Appeal Decision

Site visit made on 12 April 2022

**by M. P. Howell BA (Hons) DipTP MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: Monday 9 May 2022**

---

**Appeal Ref: APP/Y3940/W/21/3288445**

**Land on the west side of Semington Road, St Michael's Road, Melksham SN12 6HN**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mrs Natasha Nicholas against the decision of Wiltshire Council.
  - The application Ref PL/2021/06935, dated 11 July 2021, was refused by notice dated 11 November 2021.
  - The development proposed is change of use of land to domestic curtilage with erection of fence.
- 

### Decision

1. The appeal is dismissed.

### Preliminary Matters

2. I have taken the description of development from the Council's Decision Notice as it provides a more concise and accurate description than that outlined on the Planning Application Form and the Appeal Form.

### Main Issue

3. The effect of the proposed loss of green infrastructure on the character and appearance of the area.

### Reasons

4. The appeal site is a reasonably large and open grassed area in a prominent position on a bend in the road to the side of 30 St. Michael's Road. No 30 is a semi-detached two storey property with the immediate surrounding area largely made up of residential dwellings of a similar scale, design and external finish to the appeal property. The properties have a fairly consistent building line, set behind front gardens and driveways, which are largely open with low-lying fences and walls. The open green space that forms the appeal site maintains the building line and openness at the curve in the road. The consistent building line together with low-lying fences, walls and pockets of green space results in an openness and this positively contributes to the character and appearance of the area.
5. The proposed development is to change the use of the appeal site to form part of the garden of No 30. A 1.8m close boarded fence would be erected along the northern and eastern boundaries. The fencing along the eastern boundary would run parallel with the edge of the pavement, set in from it by 0.5m.

Shorter sections of fencing and an access gate would be set back from the southern boundary of the site and the front elevation of No 30.

6. The prominent location of the fence along the eastern boundary, together with its height, length and close boarded design, would be uncharacteristic of the low-lying enclosures and open frontages, which characterise the surrounding area. Despite the modest setback from the pavement edge and the proposed soft landscaping, the fence would significantly reduce and encroach upon the open and spacious character to the side of No 30, forming a prominent and incongruous feature in an otherwise open street scene. The prominence of the fence on St. Michael's Road would exacerbate its impact, causing material harm to the character and appearance of the area. Such harm could not be acceptably mitigated through the use of planning conditions.
7. Accordingly, the proposal would have an unacceptably adverse impact upon the character and appearance of the area. As such, it is contrary to Policies CP52 and CP57 of the Wiltshire Core Strategy adopted January 2015 as well as Policy 12 of the Joint Melksham Neighbourhood Plan 2020-2026. These policies seek to ensure development is of a high standard of design, which has had regard to its context and local distinctiveness, as well as the retention or enhancement of existing green infrastructure. The proposed development is also contrary to the general design aims and policies for the protection of open space set out within the National Planning Policy Framework.

### **Other Matters**

8. The appellant has drawn my attention to an extended garden to the side of 1 St. Michael's Road. However, from what I saw on my site visit, the fence enclosure at No 1 is set further back from the front and side of the road and is a less prominent feature, which does not have such a detrimental impact upon the openness to the front of St. Michael's Road. The developments are not therefore directly comparable, and in any case, I have considered the appeal proposal before me on its own merits.
9. The appellant indicates that the appeal site is not maintained, cars are parked on the land and dogs foul in this location. The appellant has also indicated that if she can maintain the land, it would save the Council costs. Although I note the issues raised, from what I saw on my site visit, the land appeared to be maintained and positively contributes to the character and appearance of the area. Furthermore, saving the Council costs does not justify the proposal and that together with the existence of other areas of green space nearby does not outweigh the harm identified above.
10. I acknowledge that the delay in the determination of the application by the Council, together with a lack of negotiation on the proposals would have been frustrating for the appellant. However, the conduct of the Council and its decision not to negotiate are not issues that affect my findings on the main issue.
11. Though the appellant has indicated a willingness to reduce the size of the proposed garden area, as an attempt to overcome the concerns raised, alternative proposals are not before me. I have determined the proposal as shown on the plans submitted to the Council.

## **Conclusion**

12. For the reasons given above and taking into account the development plan as a whole and all other matters raised, I conclude that the appeal should be dismissed.

*M. P. Howell*

INSPECTOR

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12/05/2022

Comments received following a site visit on 11/05/2022 to Chapel Close, Melksham

“There were a number of vehicles parked on the road, but all had been parked sensibly without causing any obstructions. I did not witness any double parking during my 10 minute stay.

Moving forward, there are perhaps three options to consider:

1. The Town Council could discuss this with the Police. If they deem that the double parking is causing an obstruction then they could have a discreet word with the offending owners of these vehicles.
2. We could paint some advisory markings to re-affirm where vehicles should and should-not park in this area.
3. We could pursue formal parking controls (double yellow lines) by promoting a legal Order.

For options 2 and 3 you will need to raise this as an Issue with the Local Highways & Footway Improvement Group (previously known as the CATG). Unfortunately the deadline for submissions to that group has passed and cannot be included on the agenda for their meeting next week. Their next meeting is scheduled for 4 August.”

**Mark Stansby**  
**Senior Traffic Engineer**

Highways

**Wiltshire Council**

The logo for Wiltshire Council, featuring the text "Wiltshire Council" in a green, sans-serif font. Below the text is a stylized green graphic consisting of two curved lines that sweep upwards and outwards, resembling a horizon or a stylized 'W'.

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Client

Project No

Site No

Site Name

Easting

Northing

Start Date

Duration

Speed Limit

Classification

Wiltshire Council

0260-034

019

Old Broughton Road

390071

164109

Wed 16 Mar 22

7 Days

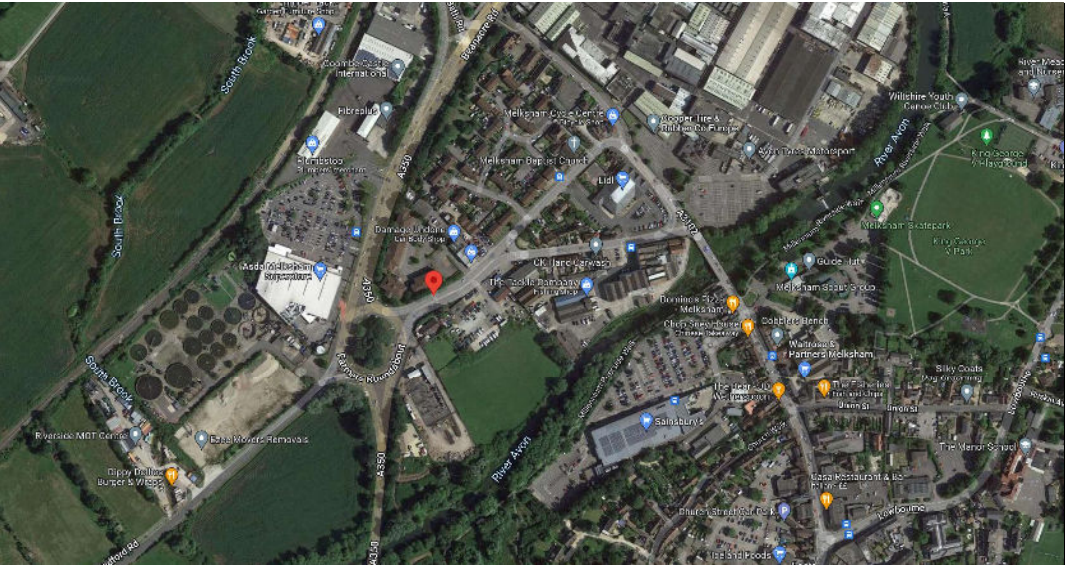
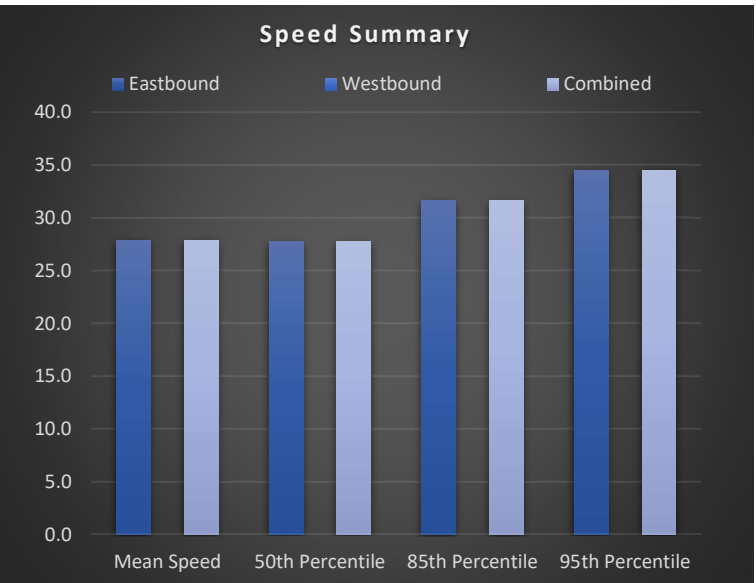
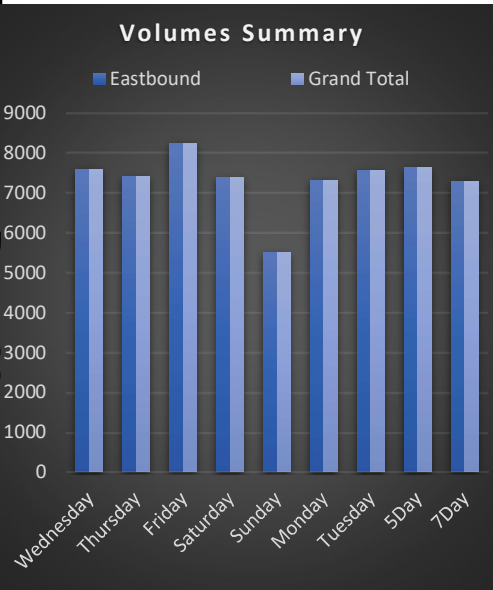
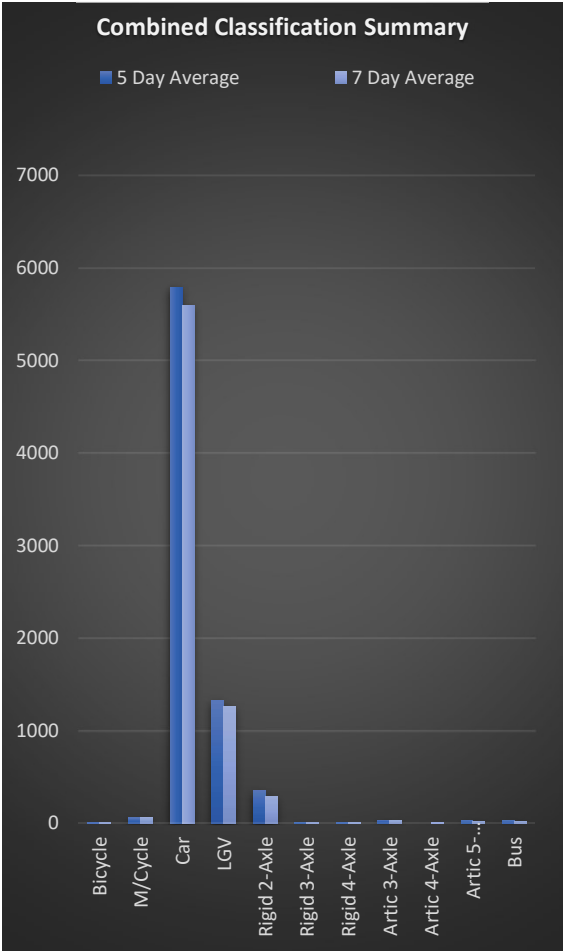
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Dft 2010 with COBA

Volume Summary			
Direction	5 Day Average	7 Day Average	Weekly Total
Eastbound	7628.2	7291.1	51038
Westbound	0.0	0.0	0
Combined	7628.2	7291.1	51038

Speed Summary					
Direction	Mean Speed	50th Percentile	85th Percentile	95th Percentile	% Vehicles Exceeding PSL
Eastbound	27.8	27.7	31.60	34.5	26.4%
Westbound	-	-	-	-	-
Combined	27.8	27.7	31.60	34.5	26.4%

Classification Summary									
	Eastbound			Westbound			Combined		
	5 Day Average	7 Day Average	Weekly Total	5 Day Average	7 Day Average	Weekly Total	5 Day Average	7 Day Average	Weekly Total
Bicycle	6.8	7.4	52	0.0	0.0	0	6.8	7.4	52
M/Cycle	53.8	57.9	405	0.0	0.0	0	53.8	57.9	405
Car	5794.4	5596.1	39173	0.0	0.0	0	5794.4	5596.1	39173
LGV	1325.2	1263.4	8844	0.0	0.0	0	1325.2	1263.4	8844
Rigid 2-Axle	352.4	290.6	2034	0.0	0.0	0	352.4	290.6	2034
Rigid 3-Axle	10.4	7.7	54	0.0	0.0	0	10.4	7.7	54
Rigid 4-Axle	7.2	6.0	42	0.0	0.0	0	7.2	6.0	42
Artic 3-Axle	31.0	25.3	177	0.0	0.0	0	31.0	25.3	177
Artic 4-Axle	0.0	0.1	1	0.0	0.0	0	0.0	0.1	1
Artic 5-Axle Plus	22.8	17.6	123	0.0	0.0	0	22.8	17.6	123
Bus	24.2	19.0	133	0.0	0.0	0	24.2	19.0	133



Notes

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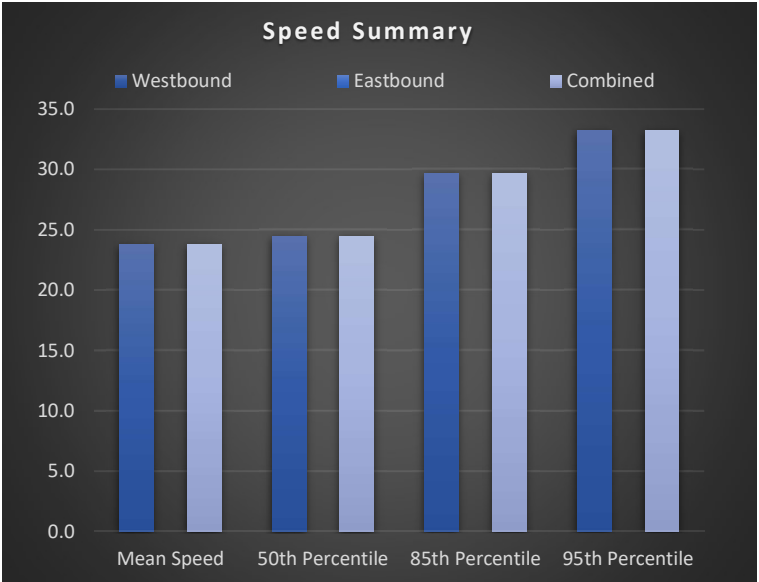
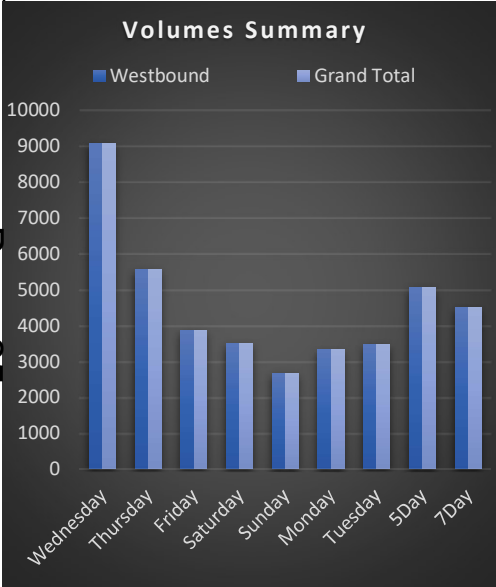
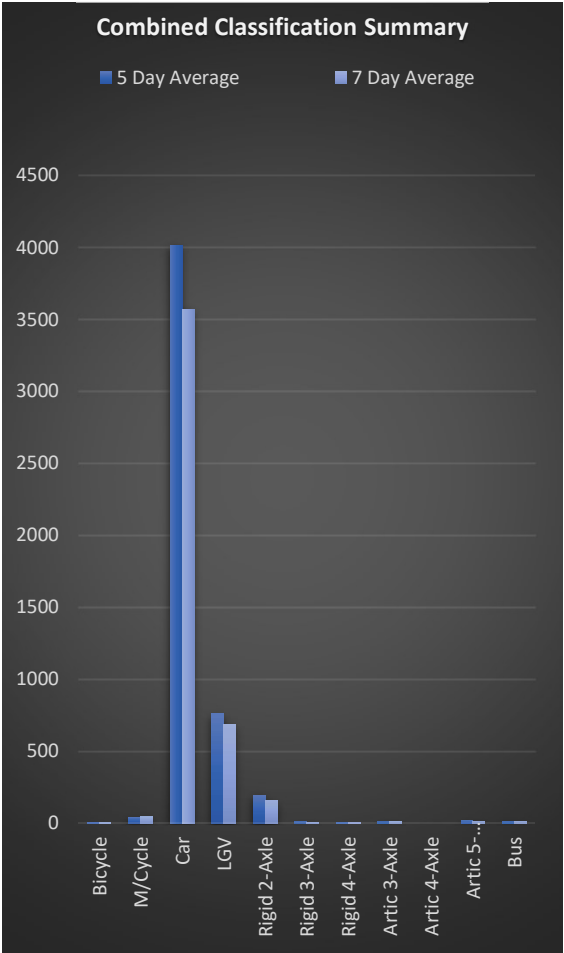


Client Wiltshire Council  
Project No 0260-034  
Site No 020  
Site Name Bradford Road  
Easting 390137  
Northing 164152  
Start Date Wed 16 Mar 22  
Duration 7 Days  
Speed Limit 30  
Classification Dft 2010 with COBA

Volume Summary			
Direction	5 Day Average	7 Day Average	Weekly Total
Westbound	5060.6	4496.4	31475
Eastbound	0.0	0.0	0
Combined	5060.6	4496.4	31475

Speed Summary					
Direction	Mean Speed	50th Percentile	85th Percentile	95th Percentile	% Vehicles Exceeding PSL
Westbound	23.8	24.5	29.7	33.2	13.5%
Eastbound	-	-	-	-	-
Combined	23.8	24.5	29.7	33.2	13.5%

Classification Summary									
	Westbound			Eastbound			Combined		
	5 Day Average	7 Day Average	Weekly Total	5 Day Average	7 Day Average	Weekly Total	5 Day Average	7 Day Average	Weekly Total
Bicycle	3.2	3.4	24	0.0	0.0	0	3.2	3.4	24
M/Cycle	40.8	41.3	289	0.0	0.0	0	40.8	41.3	289
Car	4012.6	3569.4	24986	0.0	0.0	0	4012.6	3569.4	24986
LGV	757.8	686.0	4802	0.0	0.0	0	757.8	686.0	4802
Rigid 2-Axle	193.4	154.7	1083	0.0	0.0	0	193.4	154.7	1083
Rigid 3-Axle	8.0	6.1	43	0.0	0.0	0	8.0	6.1	43
Rigid 4-Axle	3.6	3.1	22	0.0	0.0	0	3.6	3.1	22
Artic 3-Axle	12.0	9.4	66	0.0	0.0	0	12.0	9.4	66
Artic 4-Axle	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0
Artic 5-Axle Plus	15.2	11.9	83	0.0	0.0	0	15.2	11.9	83
Bus	14.0	11.0	77	0.0	0.0	0	14.0	11.0	77



Notes

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The traffic survey will record 85<sup>th</sup> percentile speed for each vehicle and this will be used to determine if the site enters the thresholds for intervention and detailed as follows;

Speed Limit (MPH)	No further action (85%ile)	Considered for Community Speed Watch (85%ile)	Police Enforcement (85%ile)
20mph	20 mph to 24 mph	24.1 mph to 38.9 mph	Over 39 mph
30mph	30 mph to 35 mph	35.1 mph to 41.9 mph	Over 42 mph
40mph	40 mph to 46 mph	46.1 mph to 49.9 mph	Over 50 mph

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## ROADS SUGGESTED FROM COUNCILLORS AND MEMBERS OF THE PUBLIC FOR THE INTRODUCTION OF A 20 MPH SPEED LIMIT

Road Name	Area	Reason Comments
Union Street		Traffic driving too fast, suggest restricting access times.
Addison Road	The junction from the A350 to the mini roundabout with Southbrook Road	Traffic driving too fast in a built up area. A narrow road which is a risk for pedestrians. It is an essential link between two significant residential areas of North Melksham.
Church Lane	From Sandridge Road double mini roundabout	Traffic driving too fast in a built up area. Narrow road, previous cars crashing into property, site of many near misses. Would like other traffic calming measures, i.e. speed bumps or chicane.
Churchill Avenue		Traffic driving too fast in a built up area.
Hazelwood Road		Traffic driving too fast, especially on bend. Request to replace recently introduced Slow signs with 20mph speed limit.
High Street	From the Spa Road roundabout to A3102	
King Street		Traffic driving too fast on narrow road.
Queensway		Traffic driving too fast.
Savernake Avenue		Traffic driving too fast.
Sandridge Road	On the bends between Queensway and the double roundabout by the school and continue to past the Co-op and the Zebra crossing.	Traffic driving too fast in a busy pedestrian area.
Semington Road	The whole of the road	Traffic driving too fast in an area with several junctions, a school and petrol station.
Snarlton Lane		Traffic driving too fast, narrow road with on street parking, busy pedestrian area with entrances to Sandridge Road and garage.

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**WILTSHIRE COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**  
**TRAFFIC MANAGEMENT ACT 2004**

**THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE)**  
**(OFF STREET PARKING PLACES) ORDER 2018**  
**(AMENDMENT NO.1) ORDER 2022**

**Statement of Wiltshire Council's reasons for proposing**  
**to make the above Order**

Melksham Community Campus is on the site of the previous Football and Rugby club, Melksham House and Melksham Blue Pool. Previously available car parking was often used by members of the public who were not visiting the leisure facilities/clubs but working or shopping in the Town Centre. The opening hours of the campus will be between Monday-Thursday 6.30am-10.00pm, Friday 6.30am-9.00pm, Saturday 6.30am-6.00pm and Sunday 8.00am-6.00pm. An Off-Street Parking Order is proposed be placed on the car park to facilitate enforcement. Given the proximity of the Campus to the town centre it is proposed that the chargeable and patrolled hours are 08:00 to 18:00 Monday to Saturday (including bank holidays) and 10:00 to 16:00 on Sundays. The Order would allow for sufficient parking for users of the campus but deter those looking for long stay or free parking while accessing the town centre. It is one of the planning conditions for the Campus that a Parking Strategy is in place and sufficient parking is available for users of the facility. Charges apply for Blue Badge holders, and these are set out in the schedule.

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**WILTSHIRE COUNCIL**  
**ROAD TRAFFIC REGULATION ACT 1984**  
**TRAFFIC MANAGEMENT ACT 2004**  
**THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE)**  
**(OFF STREET PARKING PLACES) ORDER 2018**  
**(AMENDMENT NO.1) ORDER 2022**

NOTICE IS HEREBY GIVEN THAT Wiltshire Council proposes to make the above Order under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 the effect of which will be to amend The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2018 by introducing Melksham Community Campus Car Park to the Order, operating Monday to Saturday (including Bank Holidays) between the hours of 08:00 – 18:00 with the following tariff up to: 1hr - £0.40, 2hrs - £1.30, 3hrs - £2.30, 4hrs - £3.10, 5hrs - £4.10 and Sunday between the hours of 10:00 and 16:00 with the tariff of £0.80 per visit.

Documents will not be deposited for viewing at Council Offices. If you would like copies of documents or further information on the above proposal please email [Trafficorderconsultations@wiltshire.gov.uk](mailto:Trafficorderconsultations@wiltshire.gov.uk). Full details can also be found by visiting <https://www.wiltshire.gov.uk/troconsultations>.

Comments on the proposal together with the reasons for which they are made should be sent by post to reach the Traffic Order Team, Sustainable Transport, County Hall, Bythesea Road, Trowbridge, BA14 8JN allowing 7 days, by email to [Trafficorderconsultations@wiltshire.gov.uk](mailto:Trafficorderconsultations@wiltshire.gov.uk) or using the response form on the website at <https://www.wiltshire.gov.uk/troconsultations> to reach the Sustainable Transport Group by 30<sup>th</sup> May 2022 quoting reference LJB/TRO/MELKos.

Sustainable Transport Group, County Hall, Bythesea Road, Trowbridge BA14 8JN

6<sup>th</sup> May 2022

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## MELKSHAM 2020-2036 NEXT STEPS IN 2022-23 — TOWNSWORK BUDGET PROPOSAL

### A. BACKGROUND

From the introduction to Melksham 2020-2036 (final version March 2020):

*“We are facing an inflection point in the way we live. Climate change, shifting patterns of global economic forces, Brexit and population growth are changing mindsets. The world we face over the next 15-20 years will be very different from that of the past 75. We can no longer assume the future will be a reflection of the past.*

*The challenge is particular for our long-established market towns. They have faced substantial increases in population, the loss or removal from the town centre of sources of employment, sweeping changes in how we buy things, often substantial disparity in cost between traditional retail and technology-based online shopping, increased demand for quality leisure provision, increased demand for health and social care provision and a major reduction in the capacity of local authorities to provide support and resource.*

*The purpose of this document, commissioned by the Town Council, is to start us on the journey of defining and building and strengthening resilient economic activity through the development of new commercial and social areas and opportunities in the town centre, together with relevant infrastructural changes.*

As the document was finalised and published, little did we know how everything would be turned upside down by the pandemic. Yet the core elements of the report remain solid – more urgent in some areas – such as town centres and obviously with climate change. There are some external changes – for example, the Neighbourhood Plan was made and the Review is now just starting. The possibility of an eastern bypass is creating a wide mix of relief and angst. And Government initiatives are hovering in the margins as they are filtered through Wiltshire Council, such as the High Streets funding and ‘Bus Back Better’.

The 2020-2036 report concluded with a number of proposed Next Steps:

1. A complete **register of retail and commercial properties** in the town including, among other elements, name; address and contact details of freehold owner of the property; planning use; name; address and contact details of lessee, as relevant; plans of premises (if available); description of use (e.g. type of retail); photographs; any additional material that might be of use, e.g. recent planning applications, local media coverage.
2. **A vision for the future of the town** – how the town sees itself evolving through the period of the climate emergency and pandemic recovery. Bring together a broad range of stakeholders – including business owners, residents, young people, older people, long-time residents and newly arrived. Once the work on a vision is under way, we proposed four project groups to explore specifics to meld into the vision and eventual detailed planning work.
  - The first project group to address key future development sites – including Avonside, the Upside Business Park, and the Cooper Tires site. Creation of a partnership between the town and the landowners in which each party recognises the benefits the others can bring in reaching a workable and satisfactory solution. The principle behind this is for the town to be in the lead in

## MELKSHAM 2020-2036 NEXT STEPS IN 2022-23 — TOWNSWORK BUDGET PROPOSAL

terms of knowing how it would like to see the sites developed – and thereby in a strong position to influence eventual plans and implementation.

- The second project group to explore the opportunity for community–public partnerships working collaboratively to deliver better local economic and social outcomes. To include, for example, consideration of the Preston model (how the Town Council, its anchor institutions and other partners could implement principles of community wealth building).
  - The third project group to explore a mobility and movement strategy for the town. This is movement of people, goods, vehicles throughout the town in preparation for a future over the next 15 years in line with the needs of the climate emergency. This has been pursued during 2021 as Priority for People (see below).
  - The fourth project group to explore opportunities for funding of programmes, projects and community schemes – including sources of investment, fundraising through grants and public funding, the viability of various alternatives.
3. A **debate on the future of market towns** – a study and workshop to explore the key opportunities facing market towns in the next 15 years and how those opportunities can/should be addressed, using Melksham as an exemplar and a sounding board for change.

### B. TOWNSWORK POTENTIAL WORK PROGRAMME FOR 2022-23

The Priority for People mobility and movement project is current and is funded to the conclusion of the second workshop in November. The intent is to introduce a number of workstreams from the workshops for further consideration/development/implementation. Some will be small and easily handled through the existing TC and community infrastructure (e.g. if there is a push for more town centre tree planting). Others will need specialist work and progression (e.g. if there is a proposal to consider changes to the street layouts in High/Bank Streets).

1. So the first proposed area of work for Townswork is a **continuation of the Priority for People project** – preparation/lead/participation as required in some of the bigger projects that are expected to result from this year's workshops. At present, of course, the extent and amount of work cannot be quantified.
2. The second proposed area of work is to progress towards the introduction of the **register of retail and commercial properties**. I have thoughts on how this might become a self-financing exercise in due course, although the proof of concept and initial build will need to be covered.
3. The third area of work is to manage and run the development of a **vision for the future of the town** – how the town sees itself evolving through the period of the climate emergency and pandemic recovery – including identifying the steps that need to be taken to implement the vision leading to action and implementation. The scope of this project will need to be defined and additional sources of funding identified. It will evidently need to be linked into the evolving work of the Neighbourhood Plan Review but since it is a Melksham Town project, will be run separately from the Review.
4. There may be other areas of work where I may be able to provide resource. These will need to be discussed on an *ad hoc* basis.



**C. BUDGET FOR 2022-23**

It is difficult at this stage to set a financial cost against this work programme, not least because some of it will need to be defined alongside other TC activities, ambitions and plans.

The budget for Priority for People was £6,000 in 2020-21 and £6,500 in 2021-22 (to the conclusion of the second workshop).

I would like to suggest a figure is allocated to allow the programme to get going. I will need to tailor costs of individual elements to the overall budget. It may be that we need also to explore opportunities to get some grant funding from external sources to bolster the budget.

I would like to suggest a budget figure of £12,000 (+VAT) for 2021-22 to cover Townswork activities based on the programme set out above. Would it be sensible to go through this in more detail over the next 2-3 weeks?

GMO

18Sept21.

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# Briefing 15: Northacre Renewable Energy Ltd

Permit Number: EPR/CP3803LV/A001

04 May 2022

## Second consultation

We are writing to update you following our second consultation. In our last briefing note, dated 10 March 2022, we invited you to submit feedback on our Draft Decision Document and the Draft Permit for the Northacre Renewable Energy Ltd incinerator. The consultation closed on 22 April at midnight. We want to thank you for submitting your comments.

## What happens next?

We will consider all relevant comments we have received during the second consultation. Your comments may affect our decision, so we will collate and review them all before deciding whether to grant Northacre Renewable Energy Ltd a permit. We will send a further briefing note once a decision has been reached.

Please note that the planning application process and the permit application process run separately from one another. We are aware that Wiltshire council have deferred the planning application, but this does not affect our ability to carry on with determining the permit application.

## How can I get further information?

Keep an eye on our local social media channels:

- <https://twitter.com/EnvAgencySW>
- <https://en-gb.facebook.com/environmentagencywessex/>

For more general information about our permitting process please see [www.gov.uk/topic/environmental-management/environmental-permits](http://www.gov.uk/topic/environmental-management/environmental-permits)

If you would like to be added to or removed from our stakeholder database for this application please email us at [Wessex\\_engagement@environment-agency.gov.uk](mailto:Wessex_engagement@environment-agency.gov.uk). Or write to us at Customer and Engagement Team, Rivers House, East Quay, Bridgwater, Somerset, TA6 4YS.

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