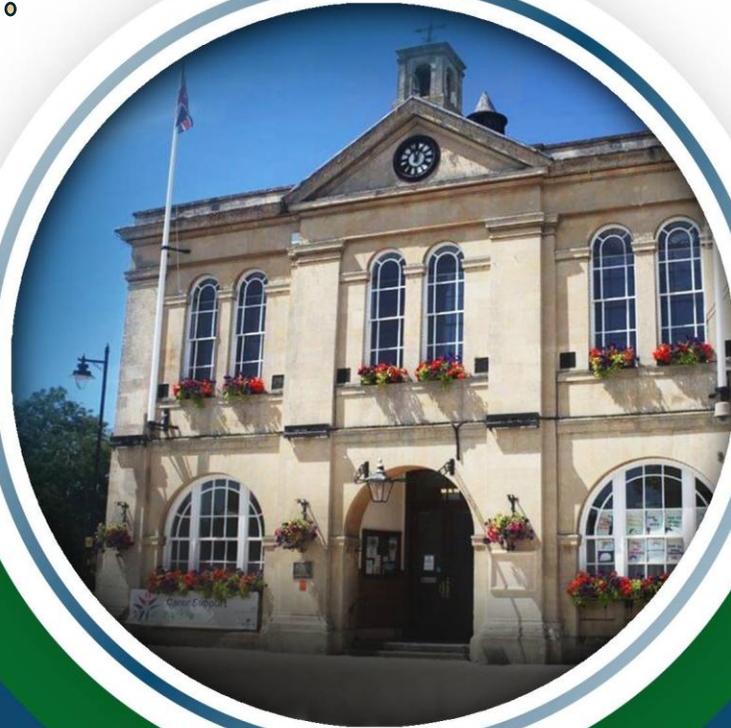




2025

MELKSHAM TOWN COUNCIL



Economic Development & Planning Agenda

Tuesday 24th February 2026



Town Hall,
Market Place,
Melksham,
Wiltshire
SN12 6ES

01225 704187
towncouncil@melksham-tc.gov.uk

www.melksham-tc.gov.uk



MELKSHAM TOWN COUNCIL

Town Hall,
Market Place,
Melksham,
Wiltshire
SN12 6ES

CEO Miss Hayley Bell, Assoc CIPD, CertHE, FSLCC

01225 704187

towncouncil@melksham-tc.gov.uk

Tuesday 17th February 2026

Dear Councillors S Rabey, R Cleary, P Alford, P Aves, G Elson, A Griffin and C Stokes,

You are summoned in accordance with the Local Government Act (LGA) 1972, Sch 12, paras 10 (2)(b) to a meeting of Economic Development & Planning Committee of Melksham Town Council for the transaction of the business shown on the agenda below.

Tuesday 24th February **2026**, to be held at 19.00 in the Council Chamber, Melksham Town Hall, Market Place, Melksham, SN12 7ES.

The quorum for Economic Development & Planning is 4.

Public Participation.

Members of the public and the press may attend this meeting in person or join the meeting on teams via the following link <https://tinyurl.com/ms764whm> . Public participation will take place near the start of the meeting.

Each speaker is limited to three minutes, with a total public session of 20 minutes. Members of the public are requested to send their question to CEO@melksham-tc.gov.uk by noon on the working day before the meeting. You should still attend the meeting, in person or online, to ask your question.

No decisions will be made on matters not already on the agenda. The Council may ask the public and press to leave if confidential matters need to be discussed.

The Seven Principles of Public Life.

All members are reminded of their duty under the code of conduct to uphold the Seven Principles of Public Life: selflessness, integrity, objectivity, accountability, openness, honesty, and leadership.

Yours sincerely,

Miss Hayley Bell – CEO

Economic Development & Planning Committee

The Committee will meet to consider all planning applications in the town.

Comments will be sent to Wiltshire Council as part of their consultation procedure. The aim is to use guidance contained in the National Planning Policy Framework, the Joint Melksham Neighbourhood Plan, planning legislation, Wiltshire Council's Core Strategy and Local Plan, Policy and Periodic Planning Guidance notes to preserve and enhance the town's character, whilst encouraging its commercial and social vitality. It will also consider the contents and desires laid out in the Neighbourhood Plan and Local Plan.

Where appropriate, planning applications submitted in the Parish of Melksham Without may also be discussed and commented on if relevant to the Town Council.

Highway issues raised for the Local Highways and Footpath Improvement Group (LHFIG), Emergency Planning and Flood Plans will also be managed by this Committee.

1. Membership: Seven elected members.

1.1. Invited officers relevant to planning and economic development, who will have no voting rights.

1.2. No business may be transacted at a meeting unless at least 50% of the whole number of members of the Committee, rounded up, are present.

1.3. Substitution of Members - Substitutes should be nominated by the Member of the Committee planning to be absent and notified to the Proper Officer in writing by 3pm on the day of the meeting.

2. Delegated Business: The Committee has delegated authority to deal with the following matters on an ongoing basis or to conclusion:

Planning

2.1 At meetings to consider all planning applications sent for consultation by Wiltshire Council.

2.2 To comment on behalf of the Town Council on planning applications having due regard to Town Council policy.

2.3 To delegate the power to the Town Clerk in discussion with the Town Mayor or Deputy Town Mayor, to make recommendations to Wiltshire Council on minor revisions

to applications for which there is insufficient time to call a planning committee meeting. The exercise of this power should be consistent with established practice and policy of the committee, where defined, and shall be reported to the next planning committee meeting.

2.4 To deal with requests for street naming.

2.5 To deal with consultation requests for street trading licences.

- 2.6 To deal with any matters pertaining to the Licensing Act 2003.
- 2.7 To refer all highway Issues through the relevant portal for the Local Highways and Footpaths Improvement Group (LHFIG).
- 2.8 To develop and manage all Emergency Plans.
- 2.9 To deal with Rights of Way, Bridle Ways, and Footpath matters.
- 2.10 To prepare draft comments for any consultations received by the Council.
- 2.11 To engage in pre-application consultations with developers.
- 2.12 To manage equipment within the area of its responsibilities and not under the control of any other committee.
- 2.13 To receive petitions and deputations from the public or any organisation.

Economic Development

- 2.14 To be responsible for recommending to Council key decisions and actions required in relation to the economic development of the town.
- 2.15 Approving and overseeing the delivery of any relevant service strategies which affect:
 - economic development;
 - investment in the town centre;
 - to oversee and implement the Town Centre Master Plan;
 - the establishment of external partnerships where they are relevant to the economic development of the town.
- 2.16 Approving and monitoring funding sources and mechanisms to assist with various initiatives, projects and actions within the remit of economic development.

Budget

- 2.17 To prepare, scrutinise and monitor the budget for the committee.
- 2.18 To approve expenditure within budget and to refer any requests for expenditure over budget to Full Council.
- 2.19 To approve expenditure within Ear Marked Reserves available to relevant projects for this committee.

3. Referred Business: To consider and make recommendations to the Town Council on the following matters:

- 3.1 Any other matters referred to the Committee by the Town Council.
- 3.2 All planning applications of a major strategic nature.
- 3.3 Consultations on any strategic plans produced by the Principal Authority, Wiltshire Council, such as Boundary Reviews, Local Development Framework, Local Plans or any such documents relevant to the town.
- 3.4 Budget estimates, to be prepared no later than October each year and submitted to the Finance, Administration and Performance Committee.



AGENDA

Economic Development & Planning

1. Apologies. **19.00 – 19.01**

To receive and consider acceptance for apologies and absences

(Local Government Act, 1972 s.85)

2. Declaration of interests. **19.01 – 19.02**

To declare an interest relating to the business of the meeting.

(Melksham Town Council Code of Conduct)

3. Minutes **19.02 – 19.05**

To approve the minutes of the previous meeting on 3rd February 2026.

(Local Government Act 1972, s. 12)

4. Public participation **19.05 – 19.25**

To allow public participation, 3 minutes per person, 20 minutes allocation.

(Local Government Act 1972, s. 12)

5. Planning Considerations

Planning 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 **19.25 – 19.45**

To comment on the following planning applications

6.1 PL/2026/00528

PL/2026/00528 - Consent under Tree Preservation Orders

Address: LAND TO REAR OF 9 CICELY GROVE, MELKSHAM, SN12 6ZS

Proposal: Horse Chestnut tree - reduce crown by 2m on one half of tree and cut back overhanging lower branches by up to 2m to boundary to clear shed roof and allow more light and space in garden

Respond By: 21 February 2026



6.2 PL/2025/07083

[PL/2025/07083](#) - Full planning permission

Address: Beanacre Road Service Station, 84 Beanacre Road, Melksham, SN12 8AU

Proposal: Removal of existing jet wash, and air & screen wash machines, erection of jet washes, and associated forecourt works.

Respond By: 26/01/2026

6.3 PL/2025/09766

[PL/2025/09766](#) - Householder planning permission

Address: Old Stable House, 12A High Street, Melksham, SN12 6JU

Proposal: Erection of pair of hinged steel gates across private driveway by attachment to wall of adjacent / neighbouring building

Respond By: 06/03/2026

6.4 PL/2025/09634

[PL/2025/09634](#) - Listed building consent (Alt/Ext)

Address: Old Stable House, 12A High Street, Melksham, SN12 6JU

Proposal: Erection of pair of hinged steel gates across private driveway by attachment to wall of adjacent / neighbouring building

Respond By: 06/03/2026

6.5 PL/2026/00856

[PL/2026/00856](#) - Householder planning permission

Address: 6 Dean Close, Melksham, SN12 7EZ

Proposal: Proposed Single Storey Side Extension

Respond By: 13/03/2026

6.6 PL/2026/00855

[PL/2026/00855](#) - Full planning permission

Address: Land between 83/91 Bath Road , Melksham, SN12 8AD

Proposal: Erection of 4 dwellings, two semi-detached dwellings, gardens and parking

Respond By: 13/03/2026

6.7 PL/2026/00859

[PL/2026/00859](#) - Householder planning permission

Address: 42 Shurnhold, Melksham, SN12 8DG

Proposal: Demolition of existing single storey rear lean-to extension and replacement with a new single storey extension. Inclusion of a first floor WC with conservation roof light and like-for-like refurbishment of existing main roof (front and rear).

Respond By: 17/03/2026

6.8 PL/2026/01021

[PL/2026/01021](#) - Listed building consent (Alt/Ext)

Address: 42 Shurnhold, Melksham, SN12 8DG

Proposal: Demolition of existing single storey rear lean-to extension and replacement with a new single storey extension. Inclusion of a first floor WC with conservation roof light and like-for-like refurbishment of existing main roof (front and rear).

Respond By: 17/03/2026

7. Application to extinguish footpath MELK103(part) 19.45 – 19.50

To note.

Following an initial public consultation on the proposal , Wiltshire Council has made an order to extinguish part of footpath Melksham 103 at Skylark Road, Melksham , SN12 7GD, where it is deemed it is no longer needed for public use

8. Eastern Way (Part) 19.50 – 20.10

For decision.

To consider requesting a change of name for a section of the Eastern Way to make it an extension of Snowberry Lane.

9. Local Highways and Footpaths Improvement Group (LHFIG) Issues 20.10 – 20.30

9.1 Station Approach

For decision

9.2 Funding

To discuss changes to the budget and criteria for support.



9.3 LHFIG Meeting 5th February 2026

To receive the notes of the meeting and updated expenditure 2025/26

10. Emergency Resilience Funding **20.30 – 20.40**

To discuss cuts to funding

11. Road Safety Update **20.40 – 20.45**

To note the report

12.PL/2025/05097 **20.45 – 20.50**

To note the appeal decision.

[Link to application](#)

13. Temporary Road Closure **20.50 – 20.55**

13.1 A350 (Part), Melksham Without

To note.

14. Parish Steward **20.55 – 21.00**

To consider jobs for the Parish Steward.



Melksham Town Council

Minutes of the Economic Development & Planning Committee

on Tuesday 3rd February 2026

PRESENT: Councillor S Rabey Chair and Town Mayor
Councillor P Alford
Councillor P Aves
Councillor E Calland
Councillor G Elson
Councillor A Griffin
Councillor C Stokes

IN ATTENDANCE

OFFICERS Dave Elms Amenities Manager
Andrew Meacham Committee Clerk

PUBLIC One member of the public was present and one member of the public was present virtually

235/25 Apologies

Apologies were received from Councillor Cleary, who was substituted by Councillor Calland.

236/25 Declaration of Interest

There were no declarations of interest.

237/25 Minutes

The minutes of 13th January 2026 having been previously circulated, were approved as a correct record and signed by the Chair Councillor Rabey.

238/25 Public Participation

Representative of Wilts & Berks Canal. The Trust had entered into Memorandums of Understanding with several councils in Chippenham and Calne area and it was suggested at the planning meeting on Monday 3rd that Melksham Without Parish Council might also do so. Would Melksham Town Council like the representative to propose the same at the next meeting on the Trust?

Members discussed and asked questions. It was note that Councillor Griffin was the Town Council representative to the trust.

It was proposed by Councillor Rabey, seconded by Councillor Alford and

UNANIMOUSLY RESOLVED to ask the representative to bring the matter up at the Trust's next meeting.

239/25 Bus Shelters

The Amenities Manager spoke to the report.

It was proposed by Councillor Rabey, seconded by Councillor Elson and

UNANIMOUSLY RESOLVED to refer the following to Wiltshire Council to be considered for funding under the Local Authority Bus Grant

- A new bus shelter on Queensway
- Replacement/repairs to Avonside and Granville Road
- Alterations to the design or orientation of George Ward so that it actually provides some shelter
- Replacement of Perspex with safety glass in all shelters.

240/25 PL/2025/09561

It was proposed by Councillor Alford, seconded by Councillor Calland and

UNANIMOUSLY RESOLVED not to object to the application.

241/25 PL/2026/00259

It was proposed by Councillor Elson, seconded by Councillor Stokes and

UNANIMOUSLY RESOLVED not to object to the application.

242/25 PL/2026/00500

It was proposed by Councillor Aves, seconded by Councillor Alford and

UNANIMOUSLY RESOLVED not to object to the application.

243/25 PL/2026/00501

It was proposed by Councillor Aves, seconded by Councillor Elson and

UNANIMOUSLY RESOLVED not to object to the application.

244/25 PL/2025/09780

Councillor Rabey advised of the view taken by Melksham Without Parish Council at their meeting on Monday 2nd February.

The Committee Clerk read out Melksham Town Council's comments on the full application (PL/2024/10345) submitted in December.

It was proposed by Councillor Rabey, seconded by Councillor Stokes and

UNANIMOUSLY RESOLVED to repeat the comments submitted in December.

245/25 PL/2025/05841

The decision was noted.

246/25 PL/2025/09137

The decision was noted.

247/25 PL/2025/07875

The decision was noted.

248/25 PL/2025/09315

The decision was noted.

249/25 Parish Steward

Members noted the proposed reduction in funding.

Members noted that this would put considerable pressure town and parish councils if they have to “take up the slack”, and the effect on Parishes and smaller towns with less resources would be greater.

It was acknowledged that volunteer litter picking groups exist but they were limited by safety issues (cannot go into road, clear street gutters etc.)

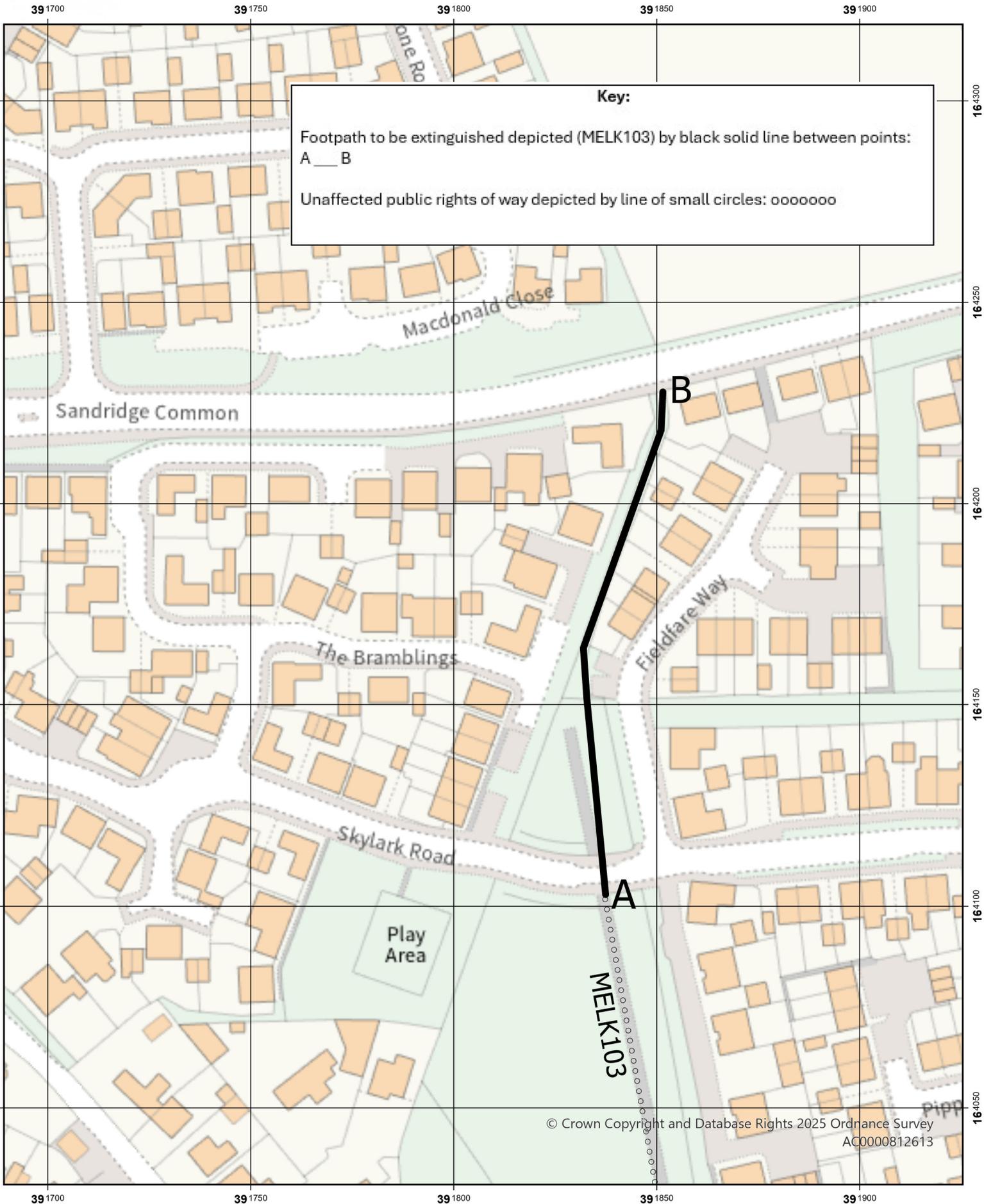
Officers were asked to feed back to Wiltshire Council.

A request was made to consider an urgent question from the clerk of Melksham Without Parish Council relating to a s106 agreement. It was agreed it could be discussed so long as a vote wasn’t needed. Members discussed the matter and it was agreed that Councillor Alford would reply to the Clerk.

Meeting closed at: 19:45

Signed

Dated



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Applicant response to initial consultation
Application PL/2024/004

Following the initial consultation and the comments received, we would like to take this opportunity to provide a detailed response. We have carefully reviewed the feedback and considered the points raised and our response below seeks to address these matters and clarify our position.

Summarised points in relation to our response:

- **Public use:** The initial consultation has provided a clear consensus regarding MELK103, that it is rarely used and considered unsuitable for public access. This position has not been challenged and strongly supports the view that MELK103 is no longer necessary for public use.
- **Hedgerow:** During public consultation residents of The Bramblings have identified themselves, as the rightful owners of the hedgerow. Land registry mapping would support this. In light of this confirmation, we formally withdraw any previous comments suggesting that we might assume ownership and maintenance of the hedgerow.
- **Green Corridor:** Consider that referring to MELK103 as a 'green corridor' reflects an interpretation rather than an established designation within the adopted Neighbourhood Plan and planning policy. While the site may currently contain vegetation due to long-term lack of maintenance, we consider that this alone does not confer Green and Blue Infrastructure (GBI) status under the relevant local and national policy framework.
- **Ownership:** The land behind the properties on Fieldfare Way is unregistered and is not maintained by Wiltshire council, the developers of the estate nor the current management company Greensquare Accord. It is not subject to the estate service charge applied to residents of the wider 'Skylark Estate' and beyond.
- **PL/2024/10345 and potential upgrades to MELK103:** the level of investment required to retain and enhance MELK103 is not considered an effective or proportionate use of resources, given the established case for extinguishment and the availability of multiple, safer alternative routes that have superseded its original function.

A more detailed response to the initial consultation is provided below:

1. Public Use

During our time residing on Fieldfare Way (approximately 8 years), we have observed the progressive deterioration of Public Right of Way MELK103. Over recent years, this has culminated in numerous dead trees within the adjacent hedgerow falling across the right of way and into our property, resulting in significant damage to sections of our

boundary fencing. In addition, the ground level along the right of way has noticeably subsided. This ground movement has caused both our fence and that of our neighbour to lean outward, indicating ongoing instability.

A considerable number of dead trees remain within the hedgerow and appear to be precariously balanced. These trees pose a genuine and immediate risk to our property, our private amenity space, and to neighbouring properties. They also present a clear hazard to anyone attempting to use the right of way.

It is evident from the feedback received during the initial consultation that there is a clear consensus regarding MELK103, that it is rarely used and considered unsuitable for public access. This position has not been challenged and strongly supports the view that MELK103 is no longer necessary for public use. Instead, Fieldfare Way, along with other established pedestrian routes throughout the wider 'Skylark estate', are recognised as the preferred and natural pathways for movement within the area.

2. Hedgerow

Within our initial application, we noted that despite making reasonable and proportionate enquiries, we were unable to identify an owner for the hedgerow or the associated verges/land located on either side of the designated path. Both Wiltshire Council and the original developers of the Skylark estate confirmed that they hold no ownership or jurisdiction over this land and therefore could not provide further clarification on responsibility of maintenance.

During the initial consultation period for our application, Mr and Mrs Jeske of The Bramblings came forward and identified themselves, along with neighbouring property owners, as the rightful owners of the hedgerow. This information is welcomed and we acknowledge and appreciate the clarity it brings to the matter going forward in relation to who is responsible for the maintenance of the hedgerow. In light of this confirmation, we formally withdraw any previous comments suggesting that we might assume ownership.

We would welcome and strongly support the owners identified undertaking essential maintenance and improvement of the hedgerow, including the removal of the dead and unsafe trees and any necessary restoration works in replacing the dead trees with similar species. The hedgerow provides an important level of visual screening and privacy for properties on both Fieldfare Way and The Bramblings, contributing positively to residential amenity and the overall character of the area.

The retention and ongoing enhancement of this hedgerow is considered very important, and it is therefore in the shared interests of all adjoining landowners and residents to ensure it is properly maintained. The observations provided by the ecologist are welcomed, and these will be carefully reviewed and considered if any future development proposals are considered appropriate.

We have no intentions of removing the hedgerow, our wishes primarily remain with the removal of dead and decaying trees, some of which have already fallen and damaged our property and cars. (See below photos).



Damage to our property, fence and cars on Fieldfare Way – Circa December 2024

3. Green Corridor

Comments suggesting that MELK103 functions as a green corridor are, in our view, not entirely accurate. This footpath has been neglected for a considerable period, as demonstrated, resulting in significant overgrowth and a lack of proper maintenance.

In the eight years we have resided in Fieldfare Way, we are aware of approximately two or maybe three occasions where MELK103 has been cleared by volunteers, which was in direct response to our initial queries into who should maintain the footpath and secondly to the extinguishment application being submitted. To our knowledge no other maintenance or clearing has been carried out. This unmanaged state has contributed to its current appearance, which may give the impression of a 'green corridor' due to

the overgrown and impassable nature, but this does not reflect its intended function or planning designation.

Although the site currently supports a substantial amount of vegetation across the path and the privately owned hedgerow offers a suitable and established habitat for nesting birds, its primary designated function remains that of a public footpath. This should be cleared of all vegetation and obstacles to allow its primary function. Much of the existing vegetation consists largely of brambles, vines and stinging nettles, which are generally not regarded as being of high ecological value and do not constitute a priority habitat. Whilst wildlife may occasionally use this pathway, it is important to note that their movement is not dependent on MELK103 alone. Wildlife species, including foxes, utilise a variety of routes, such as the existing road network, adjacent verges, and the numerous areas of public open space available in the immediate vicinity. These alternative areas provide connectivity and foraging opportunities, reducing reliance on any single route. Foxes, in particular, are frequently observed navigating along roadsides including Fieldfare Way and within the immediate green spaces adjacent, demonstrating their adaptability and use of multiple pathways within this urban environment.

Policy 12: Green and Blue Infrastructure of the Joint Melksham Neighbourhood Plan 2 (2020–2038) seeks to protect, enhance, and appropriately manage the integrity, quality, multi-functionality, and connectivity of the GBI network across the Plan area. As part of this policy framework, a diagrammatic representation of existing GBI assets and their potential connectivity is provided in Figure 12 (*page 82 of the Joint Melksham Neighbourhood Plan 2 - 2020–2038*), as identified within the supporting GBI Evidence Base Report. Notably, Figure 12 does not identify MELK103 as a component of the GBI network, nor does the wider evidence base attribute any GBI function to this site.

On this basis, we consider that referring to MELK103 as a ‘green corridor’ reflects an interpretation of its current appearance rather than an established designation within the adopted Neighbourhood Plan. While the site may currently contain vegetation due to long-term lack of maintenance, we consider that this alone does not confer (GBI) status under the relevant policy framework, nor does it constitute evidence of a formally recognised ecological function. In the absence of any such designation, assessment, or policy-supported role, MELK103 cannot reasonably be regarded as a GBI asset within the meaning of the Neighbourhood Plan or wider planning policy, in our view.

4. Ownership

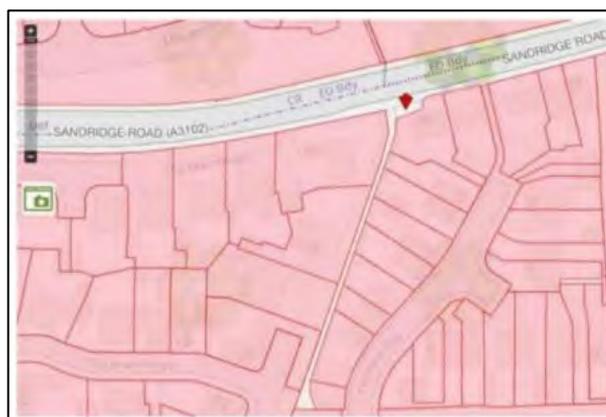
During the course of the application, concerns have been raised regarding how the ongoing maintenance of MELK103 would be managed should the footpath be extinguished. We share and acknowledge these concerns. Our secondary rationale for seeking an extinguishment relates to the fact that there appears to be no clear registered owner for this narrow portion of land. This absence of identifiable ownership is likely to have contributed to the long-standing lack of maintenance and raises legitimate questions about who would be responsible for its future management if the path were to remain in situ and potentially upgraded.

Fieldfare Way was developed (circa 2016) after the construction of the 'Skylark Estate', following the grant of the relevant planning permissions and the completion of associated Section 106 (S106) legal agreements (*dated 6th August 2008*). Planning permissions for the construction of Fieldfare Way was submitted to the LPA circa 2014/2015 (14/03652/OUT & 15/08660/REM). The narrow strip of land designated as the northern section of MELK103 has been consistently excluded from development proposals and historic transactions involving this parcel of land, resulting in the loss of an identifiable owner over time. Management responsibility for the open spaces and the general upkeep of the estate has since been transferred to Greensquare Accord, this excludes Fieldfare Way and the strip of land behind the houses.

The triangular parcel of land located to the south of the application site is formally designated as public open space and its status is secured through the existing S106 legal agreement (dated 6th August 2008). This parcel of land continues to be maintained by Greensquare Accord as part of their wider estate management obligations. There are no proposals, either within this application or in potential future application to alter, repurpose, or otherwise change the function or appearance of this area of public open space.

Fieldfare Way was constructed after the 'Skylark Estate' when planning permissions and legal agreements had been made. Greensquare Accord have taken over the management of the open spaces and upkeep of the estate, the triangular piece of land to the south of the application is designated as public open space, bound by legal agreement and is managed by Greensquare Accord. These legal agreements and permissions exclude Fieldfare Way.

Following enquiries and researching the historic maps show the portion of land that runs behind the houses in Fieldfare Way, which the northern section of MELK103 covers is currently unregistered land. (See Land Registry map below).



The narrow strip of land that runs behind the house in Fieldfare Way have been omitted from subsequent sales of the land and planning permissions. Notably:

15/08660/REM Reserved Matters	303 Sandridge Common Melksham Wiltshire SN12 7QR	Erection of 24 No. dwellings and associated works (Reserved matters application pursuant of Outline permission 14/03652/OUT with matters relating to landscape, appearance, layout and scale)	Approve with Conditions 23/12/2015
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5. PL/2024/10345 and potential upgrades to MELK103

It is acknowledged that there is a planning application (PL/2024/10345 - Land north of the A3102, Melksham) 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*' is currently in the process of being determined by the local planning authority.

The comments provided by the Countryside Access Development Officer, Paul Millard, are acknowledged and appreciated. We welcome his engagement with the matter and his clarification of the current position and providing the information of potential allocation of funds for the improvement of MELK103 in which we and neighbouring properties were unaware of. Despite this potential allocation, we maintain the view that

the legal tests relating to this right of way have been satisfied and predate the submission of this application.

Furthermore, we believe that the level of investment required to retain and improve MELK103 would not represent an effective or proportionate use of funds potentially allocated in the draft Section 106. The Skylark estate benefits from multiple alternative access points to the A3102 at frequent and convenient intervals, as echoed by Melksham Town Council's response, ensuring that connectivity is already well established and provided for without reliance on MELK103.

We welcome Paul Millard's concluding observation that any funding potentially allocated to the preservation of MELK103 could instead be redirected to other rights of way, specifically MELK46 and MELW60 which would benefit connecting the new development north of the A3102 (if approved) with the existing dwellings to the east and connecting with Savernake Avenue and the Melksham Forest Area and east towards New Road and Lacock. It is noted that MELK46 and MELW60 measure approximately 680m in length, combined. We agree that such an approach would represent a more appropriate, efficient and beneficial use of available resources, directing investment toward routes where it is likely to deliver greater public value and long-term benefit.

We also wish to express our concerns regarding the potential implications of the comments made by Paul Millard in relation to the scale of works that may be required should this extinguishment application not be successful. Any substantial upgrades to MELK103, particularly those involving alterations to ground levels or the raising of the path, would have a direct and negative impact on the privacy and security currently afforded to our property and those of neighbouring residents.

Given the immediate proximity of the right of way to our private gardens and boundary treatments, any elevation of the path or significant engineering works could result in users of the route having an elevated vantage point into private residential amenity spaces. This would materially reduce privacy, increase overlooking and create an unwelcome sense of intrusion. Furthermore, any potential changes to ground surfacing with a 'hard topped' material could introduce additional risks relating to boundary stability, drainage and long-term structural integrity, all of which are already areas of concern due to existing subsidence and tree-related issues.

For these reasons, the potential scale and nature of required upgrades reinforce our view that pursuing the reinstatement of this route is neither proportionate nor in the interests of neighbouring residents or wider public benefit.

The Illustrative Layout Plan (drawing number: 2513292.1), submitted to WC on the 13th November 2025 and submitted under application reference PL/2024/10345, demonstrates the intention to install a pedestrian crossing on the A3102 to the east of the line of MELK103, if approved. The position of this proposed crossing appears to be located broadly equidistant between two existing, well-used pedestrian access points: the paved and illuminated exit from Fieldfare Way and the corresponding access from Redwing Road onto Sandridge Common/A3102.

This arrangement indicates that safe and convenient pedestrian connectivity to the A3102 will continue to be provided through established, accessible and existing formalised routes, irrespective of the status of MELK103. The proposed crossing therefore reinforces the adequacy of existing infrastructure, further supporting the view that investment in reinstating MELK103 would be unnecessary and duplicative.



Snip of Illustrative Layout Plan submitted with PL/2024/10345. Red arrows indicating existing exits from Fieldfare way to the west and Redwing Road to the east, orange arrow indicating MELK103 northern exit. Blue circle shows the proposed location of the pedestrian crossing should plans be approved.

We appreciate the time and consideration given to our submission and thank you for reviewing our comments in full.

Yours sincerely,
Tom and Gabrielle Crabtree

- Ownership query emails:

Altravale altravale@newlandhomes.co.uk
To: "glouster23@gmail.com" <glouster23@gmail.com>

Thu, Jun 8, 2023 at 11:56 AM

Dear Mr and Mrs Crabtree

Apologies for the delay in coming back to you.

We have checked the Land Registry portal and the subject piece of land falls under the ownership and responsibility of the Local Authority just mentioned below.

If you contact the Local Authority they will be able to direct you to the right Department

Kind regards

Altravale Team



Altravale
Service & Support
Altravale Administration

Newland Homes Limited
Ringside Court
Barnett Way
Barnwood
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01452 422000



www.newlandhomes.co.uk

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- Photographic evidence illustrating the progressive deterioration of MELK103, from circa June 2022 - 2026







From: [Harlow, Craig](#)
To: [Harlow, Craig](#)
Subject: FW: Proposed extinguishment of footpath MELK103
Sent: 16/01/2026 10:44:54

From: Buss, Jenna <Jenna.Buss@wiltshire.gov.uk>
Sent: 13 January 2026 11:25
To: Harlow, Craig <Craig.Harlow@wiltshire.gov.uk>
Cc: Glover, Emma <Emma.Glover@wiltshire.gov.uk>
Subject: FW: Proposed extinguishment of footpath MELK103

Craig,

Thank you for your email consulting ecology on the proposed extinguishment of footpath MELK103. From the photos the footpath doesn't look to be too well used and has become overgrown forming what appears to be a semi mature hedgerow which forms a green corridor linking that eastern edge of Melksham between the north and south across the A3102. I note we have records of bats and hedgehog in that area, both would make good use of this corridor connecting the eastern half of urban Melksham to the surrounding local landscape to the north east.

It would also appear that there is a permission for the land on the northern side for the creation of additional residential developments and is allocated in the local plan. The application associated with it (PL/2024/10345) proposes a pedestrian crossing to be constructed close to the northern tip of footpath MELK103 and the continuation of the hedgerow is to be retained which would mean retention of this footpath could link this area of development to the southern area of Melksham whilst retaining the green infrastructure/corridor which would be of benefit to both pedestrians and ecology. Should the footpath be extinguished, the retention of the vegetation along this corridor could not be secured which would create a loss of green infrastructure /wildlife corridor within this eastern area of Melksham.

If however, the proposal is to move forward and remove this footpath we would advise that ecological advice is sought in the removal of any vegetation proposed, the site likely to support a number of breeding birds and so any works within the bird nesting season could negatively impact upon these nesting species.

We would be happy to discuss further as/when ecology input is required.

Many Thanks
Jenna

Jenna Buss
Senior Ecologist
Climate and Environment

Wiltshire Council

Please note my normal working hours are Monday – Thursday 8:30-3:30

Email: jenna.buss@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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From: [John Edwards](#)
To: [Harlow, Craig](#)
Subject: Re: Your ref: P/2024/004
Sent: 12/12/2025 11:05:26

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Many thanks for your clear explanation of the changes proposed for Fieldfare Way. You've managed to put our minds at rest about the small but to us important patch of land involved.

John Edwards
[REDACTED] Fieldfare Way

On Thu, 11 Dec 2025 at 12:53, Harlow, Craig <Craig.Harlow@wiltshire.gov.uk> wrote:

Good afternoon Mr Edwards,

The extinguishment of the recorded public footpath would not materially affect that parcel of land. That land is set aside and managed as public open space by Green Square Accord, as part of the section 106 agreement following the construction of the estate. The status of the land as public open space would remain and there are no plans to change the access or land in any manner at this time.

Any extinguishment order would extinguish the linear route of the recorded footpath from the definitive map and statement only. It is required to extinguish this section of path in addition to the section behind the houses of Fieldfare Way, which was the section subject to the initial application, as we cannot leave a public footpath at a dead end. It was therefore necessary to consult on extinguishing this footpath (MELK103) from its junction with Skylark Road north to Sandridge Road, including over land owned and managed by Green Square Accord and the public open space.

To clarify there are no intentions to stop the public from accessing this section of land, as it will remain public open space, and there are no known plans to change this section of land physically in any manner. The practical result of any extinguishment will be the removal of any public right to access the recorded route of the footpath behind the houses to Sandridge Road, which is currently overgrown and inaccessible.

I hope the above helps.

Best Regards

Craig

Craig Harlow MIPROW

Definitive Map Officer

Definitive Map and Highway Records

Wiltshire Council

County Hall

Trowbridge

BA14 8JN

Direct Line: 01249 468568

Email: craig.harlow@wiltshire.gov.uk

Web: www.wiltshire.gov.uk



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<http://www.wiltshire.gov.uk/recreation-rights-of-way>

Report a problem <https://my.wiltshire.gov.uk/>

From: John Edwards <[REDACTED]@[REDACTED].com>
Sent: 08 December 2025 12:54
To: Harlow, Craig <Craig.Harlow@wiltshire.gov.uk>
Subject: Your ref: P/2024/004

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Re: Extinguishment of footpath

Having considered the proposals for the above I would offer the following points.

I am unsure as to how the proposal will affect the area of land roughly triangular in shape between A and the turn the footpath takes from approximately north to north northeast. Basically I am talking about the area south of northing 164150. The green area is part of the local amenity as it is safe for young children. The hedges and trees are havens for wildlife and offer a means of deadening noise and should be retained.

Before commenting further I would need to see more details about how the southern section of land would be allocated and changes in land use envisaged.

I realise that this response is later than requested but would still ask for the above to be taken into consideration.

Yours sincerely

John Edwards

 [Fieldfare Way](#)

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From: [Claire Jeske](#)
To: [Harlow, Craig](#)
Subject: Your ref P/2024/004
Sent: 04/01/2026 09:54:30

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Craig,

We received the letter explaining the proposed extinguishment of footpath Melksham 103 (part), Skylark Road, Melksham, SN12 7GD.

We would like to oppose this application as part of this area is owned by the residents of 21 The Bramblings (us), and our neighbours residing in 20 and 19 The Bramblings. We live the other side of the Byway from this application.

Upon purchasing our properties from Taylor Wimpey part of the land which is hedgerow is within our property boundary. This is defined by a barbed wire fence, with the other side being a public Byway. Our properties were built several years before the houses who are requesting this purchase.

It is our understanding a public Byway cannot be bought for private land.

- This status gives the public certain access rights (e.g., foot, cycle, horse, vehicle depending on the type), and these rights cannot be bought out in the normal way because they are statutory public rights.

Whilst we agree the land is rarely used as it is over grown there are times volunteers for the council have tended to the area. There has been no antisocial behaviour along the Byway as it practically impassable. We have lived in our property since 2014, long before the houses were built and have never encountered any issues or concerns, this land runs the entire length of our property, driveway and garden.

The Byway dips very low compared to the residents gardens who are asking to buy the land, and would question why or how they could take this into their gardens.

Crucially not all of this area proposed for purchase is public Byway, it is owned by us in The Bramblings so this would need to be taken into account when defining what part of this area is considered for this purchase.

We would also be very opposed to losing the privacy provided by the hedgerow as the houses are on higher land than ours and therefore would be looking directly into our garden if hedgerow was removed.

There is thriving wildlife living in the hedgerow, squirrels, birds etc. The wildlife would be displaced if hedgerow was removed.

In summary, part of this area is within our properties boundaries, not all the area is Byway. The remaining Byway provides privacy for many residents and natural space for wildlife to thrive.

We strongly oppose this application.

Our contact details are [REDACTED] We are happy to discuss this further or as required.

Please keep us informed of the next steps, and we would appreciate acknowledgment of this email to confirm receipt.

Best wishes
Claire & Daniel Jeske

21 The Bramblings, Melksham, SN12 7GF

From: [Sue](#)
To: [Harlow, Craig](#)
Cc: [REDACTED]
Subject: Response - P/2024/004 Proposed Extinguishment of Footpath Melksham - MELK 103 (part) Skylark Road, Melksham SN12 7GD
Sent: 22/12/2025 12:00:35

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Subject: P/2024/004 Proposed Extinguishment of Public Right of Way - MELK 103

Dear Craig,

With reference to the above application please note that I could not find it registered on the Changing a Right of Way website as per the notification letter, in the event that the application is still active, I have the following comments in relation to the applicants summarised points:

1. The path is scarcely, if ever used.

Response - Noted.

2. It is an area which attracts antisocial activity, including litter and graffiti.

Objection - Having lived here for over a year I have not witnessed antisocial behaviour along this footpath.

3. There is an adopted alternative highway along Fieldfare Way.

Response – Noted, there is now an alternative paved route, however in principal WCC should preserve our public rights of way to prevent the general erosion of access to the countryside.

4. If the extinguishment is successful, the land over which MELK 103 leads could be incorporated into the curtilages of properties adjoining the path subject to appropriate planning and land registry permission etc. this would improve the amenity of the properties.

Objection - The footpath MELK 103 backs on to my property, one of the reasons I purchased the property was the established existing native hedgerow to the rear of the gardens that functions as a wildlife corridor linking to new and existing hedgerows throughout the Skylark estate and beyond. It is my concern that if the footpath is extinguished the property owners would purchase the additional land and remove the hedgerow and its habitat links to the wider estate and countryside. By placing garden fencing across the footpath this would also prevent free movement of native mammals such as Foxes, Hedgehogs etc. which I have witnessed using this route.

This is a relatively new development (built within the last 8 years). As noted in the **Habitat Regulations Assessment of Joint Melksham Neighbourhood Plan 2 2020-2038**

Policy 17: Trees and Hedgerows states –

‘Existing trees and hedgerows on development sites should be retained where possible and incorporated as placemaking features in new development... Integration of existing hedgerows into private curtilage must be avoided where possible.’

Policy 12 Green Infrastructure (GI) item 1. also states the ‘protection, management, *enhancement and connectivity of existing GI*’

From: [Committee Clerk](#)
To: [Harlow, Craig](#)
Subject: Proposed Extinguishment of Footpath Melksham 103 (part), Skylark Road, Melksham, SN12 7GD
Sent: 15/01/2026 08:33:33

Follow Up Flag: Follow up
Flag Status: Flagged

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Good morning Craig.

The Committee considered the request on Tuesday and sorry for the delay in coming back to you. I was not in the office yesterday.

Members took the view that this footpath no longer served a purpose as there were various alternative, and much safer, routes. They did however have concerns over future ownership and maintenance of the area if the footpath is extinguished. Other than asking that this concern be considered when making a decision, Melksham Town Council has no objection to the proposed extinguishment.

Have a good day.

Andrew



Andrew Meacham

Committee Clerk

01225 704 187

committee.clerk@melksham-tc.gov.uk

www.melksham-tc.gov.uk

Melksham Town Council, Town Hall,
Market Place, Melksham, Wiltshire SN12 6ES



From: [Fiona Dey](#)
To: [Harlow, Craig](#)
Cc: [Teresa Strange](#)
Subject: Proposed Extinguishment of Footpath Melksham 103 (part), Skylark Road, Melksham, SN12 7GD
Sent: 19/12/2025 12:48:13

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Craig,

Thank you for consulting with Melksham Without Parish Council on the proposed extinguishment of Footpath Melksham 103 (part). Melksham Without Parish Council note that the footpath is not in the parish but is adjacent to the boundary.

Councillors support the extinguishment in principle but as the land currently provides a wildlife corridor, they want to see it maintained as green infrastructure as per Melksham Neighbourhood Plan Policy 12 – Green and Blue Infrastructure, and not incorporated into residential curtilage. If this is not possible, members do not support the extinguishment.

Kind regards
Fiona

Fiona Dey
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES

[REDACTED]
www.melkshamwithout-pc.gov.uk

Want to keep in touch?

Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news On twitter: @melkshamwithout On Instagram: melkshamwithoutpc

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From: [Harlow, Craig](#)
To: [Harlow, Craig](#)
Subject: FW: Proposed extinguishment of footpath MELK103-Initial consultation
Sent: 16/01/2026 10:38:51

From: Millard, Paul <Paul.Millard@wiltshire.gov.uk>
Sent: 14 January 2026 12:05
To: Harlow, Craig <Craig.Harlow@wiltshire.gov.uk>
Cc: Braine, Ben <Ben.Braine@wiltshire.gov.uk>; Roscoe, Vicky <Vicky.Roscoe@wiltshire.gov.uk>
Subject: RE: Proposed extinguishment of footpath MELK103-Initial consultation

Dear Craig

Thanks for reminding me of this one, I have requested a section 106 contribution from planning application PL/2024/10345. Planning approval has not been determined for this site but I believe the request for a contribution has made it into the draft section 106 agreement. I have asked for £30,000 towards surfacing MELK103 the width of the surfacing is still to be determined but I would hope that we can achieve a minimum width of 1m. The surfacing of the path should not require the removal of any trees growing from within the hedgerow but will require the removal of any vegetation growing from within the path width. It is likely that we may need to remove some vegetation from the hedge if they are overhanging the path. It is hoped that the finished surface of the path will not be any higher than the current surface. But this may change should we be required to use a no dig technique to protect any tree roots. The surfacing will extend from the footway along Sandridge Road to the end of the existing tarmac path on the Public Open Space.

In the event that this path is extinguished the section 106 money can be used on Public Rights of Way MELK46 MELW60.

Kind regards
Paul

Paul Millard
Countryside Access Development Officer
Rights of Way and Countryside
Local Highways
Wiltshire council
Telephone: Internal 12821 External +44 01225 712821
Email: paul.millard@wiltshire.gov.uk
www.wiltshire.gov.uk

From: [REDACTED]
To: [Harlow, Craig](#)
Subject: P/2024/004 Proposed extinguishment of Public Right of Way - MELK103
Sent: 12/01/2026 16:14:15

Follow Up Flag: Follow up
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Subject: P/2024/004 Proposed extinguishment of Public Right of Way - MELK103

Dear Craig,

We are writing in regards to the above application.

We live at [REDACTED] Fieldfare way and have done so since the house was built in December 2016. We agree with the proposed extinguishment.

Our garden has a small incline towards the path and our fencing is about head height if someone should be walking past. We feel our privacy and security would be compromised if it should remain as a ROW and public use.

At the beginning the path was scarcely used but as time went on and it became more over grown it was never used, and if someone did decide to go down there, unless they were armed with various gardening equipment, they would not get very far. Since the cut through joining Skylark road and Sandridge road has become paved and lit, this is now the route people take.

Whilst there doesn't appear to be much activity at our end of the path (Sandridge road end), I have noticed there are often youths congregating at the other end (Skylark road) in the green triangular bit at the entrance to the path.

I look forward to hearing your thoughts on the proposal soon.

Kind regards
Vicky & Peter Murton

From: [Dave Yearsley](#)
To: [REDACTED]
Cc: [Definitive Map](#)
Subject: P/2024/004 MELK103 Fieldfare Way - Ramblers Object.
Sent: 26/07/2024 22:41:44

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Hi Tom and Gabrielle

It was nice to meet you both on the 23rd July when the West Wilts Ramblers Work Party cleared the overgrown path.

Regarding the Northern end of MELK103.



The West Wilts Ramblers Committee briefly discussed the proposed Definitive Map Modification Order to extinguish the Northern end of MELK103 from OS Grid ref ST 91829 64153 to ST 91853 64227, on 1st July, and unanimously agreed that we would object.

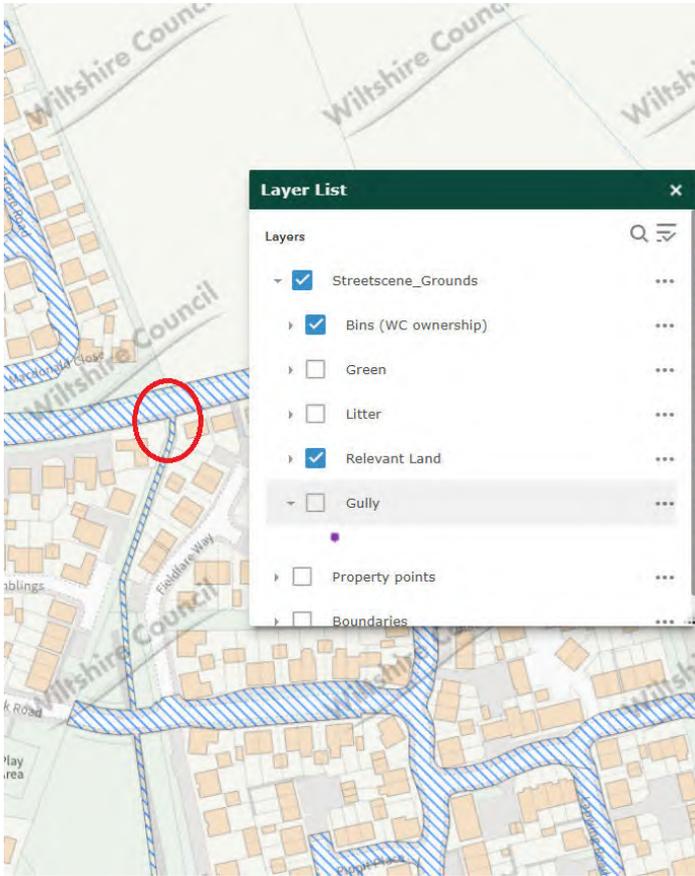
In brief, to divert the Northern part of MELK103, into the road (Fieldfare Way), would mean losing about 80 metres of green space and would not be a gain.

Most of the route of the historic path



from Bowerhill to Sandridge Common still exists. Where it goes through urban development it has influenced the creation of green space. Hopefully, if there is more development on the Northern side of the A3102 (Sandridge Common) a green corridor will be built into the landscape.

The Ramblers are concerned about the state of Wiltshire's Rights of Way and believe that green urban space is essential for community wellbeing.

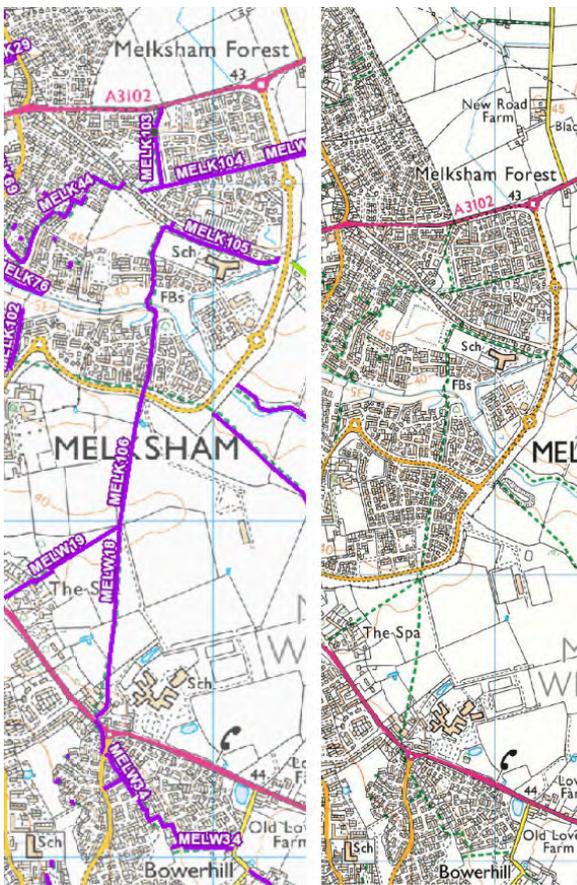


The Right of Way/Green Space to the West of Fieldfare Way is defined as Relevant Land by the Council which at the least, means they will pick up litter. The Council is responsible for the Right of Way surface and is reliant on the Public to report shortcomings - <https://www.wiltshire.gov.uk/mywilts-online-reporting> . Unfortunately, in recent years the County has not routinely tidied the short Northern end of MELK103. In contrast the triangle of green space just South of ST 91829 64153 is mown regularly.

For unknown reason paved surface not in line with right of way



Currently, the definitive map and Ordnance Survey show a green route through the urban landscape which makes it easier, for walkers from Bowerhill to Sandridge Common to avoid potential cul de sacs.



Ideally, nearby residents could help to maintain the Northern end of MELK103 and ensure it is a pleasant community space that is less likely to attract litter, garden waste or delinquency.

It should be noted that West Wilts Ramblers do not often object to changes to Rights of Way.

Regards

Dave Yearsley

West Wilts Ramblers Footpath Officer

██████████

██████████ Devizes SN10 ██████████

From: [Roscoe, Vicky](#)
To: [Harlow, Craig](#)
Cc: [Braine, Ben](#)
Subject: Response in Support of the Extinguishment of Footpath MELK103 (part)
Sent: 20/01/2026 14:38:12

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Craig,

Thank you for the opportunity to comment on the proposed extinguishment of part of Footpath Melksham 103 (MELK103).

We wish to support the application for extinguishment. In our view, the section of path in question is not required for public use, as there is a good quality, all-weather, accessible alternative route running parallel to MELK103 via Fieldfare Way and its footway. This alternative is already well used, is hard-surfaced throughout, and provides a safe, reliable connection between Skylark Road and Sandridge Road in all seasons.

Given the suitability and availability of this adopted alternative highway, the retained section of MELK103 does not offer any additional public benefit. The public would not be disadvantaged by its removal.

For these reasons, we support the proposal to extinguish this section of Footpath MELK103.

Kind regards

Vicky Roscoe & Ben Braine

Countryside Access Officer
Rights of Way and Countryside



Tel: 01225 718647

Email: Vicky.Roscoe@wiltshire.gov.uk

Website: www.wiltshire.gov.uk

Report issues online at: [MyWilts online reporting - Wiltshire Council](#)

Officers Decision Report

Application to extinguish part of footpath Melksham 103(MELK103)

Section 118 of The Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981

1. Purpose of Report

To determine an application to extinguish part of footpath Melksham 103 (MELK103) at Skylark Road, Melksham, Wiltshire, SN12 7GD.

2. The Application

Details of the application are as follows:

Application reference number: P/2024/004

Date of Application: 07/06/2024

Applicant: Mr and Mrs Crabtree, 1 Fieldfare Way, Melksham , Wiltshire, SN12 7GD.

Application for: An order to extinguish part of footpath Melksham 103 which leads behind their property, linking Skylark Road and Sandridge Road , Melksham, Wiltshire.

Reasons for application as stated by applicant: *We currently reside in Fieldfare Way, Melksham and have lived in the property for just over 6 years. In this time part of the ROW (MELK103) which runs behind our property and seven others (No. 1, 3, 5, 7, 9, 11, 15 and 80), is scarcely (if ever) used, overgrown and very poorly maintained. The area is now being used in an antisocial manner, with graffiti to our garden fencing, littering escalating and evidence of drug paraphernalia (Appendix C – June 2024). Fieldfare Way is a cul-de-sac and is in the process of being adopted to public highway. The existing pavements, that connect Skylark Road and Sandridge Road which joins through Fieldfare Way is used daily in lieu of the footpath. The pathways*

through Fieldfare Way are tarmacked, lit with streetlights and completely accessible for all users including wheelchairs, prams, cyclists and pedestrians (Appendix D). Due to this, the north easterly section MELK103 is now considered to have become redundant and unsuitable for public use. the last section of MELK103 is an undulating ditch, very poorly maintained, heavily overgrown with a number of dead trees which need addressing as a matter of urgency and importantly not accessible for all users (Appendix C). Following the potential extinguishment, we would like to incorporate the additional land as residential curtilage through the appropriate planning control and Land Registry channels, which would in turn provide an amenity benefit to the properties as well as improve the security to the rear of the houses in Fieldfare Way. Residents would then then take over the maintenance of the land, hedges and trees. Please see attached appendices in support of this application. We consider that MELK103 is not required for public use and that access through Fieldfare Way is now the accepted and established route for public use. The application is not located within any conservation or landscape designation nor are there any tree preservation orders allocated to this site.

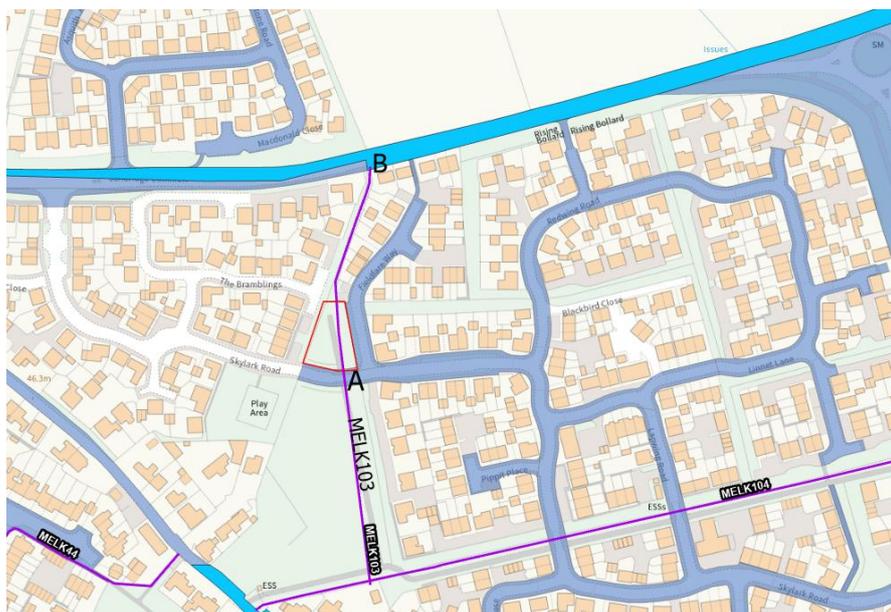
See appendix 1 for the application documents.

3. Location

3.1 Footpath MELK103, the section subject to the application, links Skylark Road and Sandridge Road in the east of the town of Melksham. The red circle on the map below highlights the area within which the footpath leads.



3.2 The below map extract shows the length of path proposed for extinguishment between points A and B. Footpaths recorded in the definitive map and statement are shown by purple lines. The roads and paths shaded blue are recorded as highways maintainable at the public expense within the councils records. The area outlined in red, north of Skylark Road, through which the proposed path to be extinguished leads, is designated as public open space and this designation is not affected by the proposed footpath extinguishment.



3.3 It is proposed to extinguish the whole width and length of the recorded footpath from point A, on the southern boundary of Skylark Road, leading north through the public open space and between the properties on Fieldfare Way and The Bramblings. The initial application applied to only extinguish the length of footpath behind the properties of Fieldfare Way, but it was identified by officers that this proposal would not be proceedable as it would leave a dead end public footpath. As such permission was sought from Green Square Accord who own and manage the public open space over which the public footpath leads, to extinguish this section of path leading south from the path behind the properties to Skylark Road. That permission was granted, and this section of path , from A to B on the plan is the length of path being considered and has been consulted on for extinguishment.

4. **Photographs of footpath**

4.1 Photos of the route are depicted below. The direction of the footpath shown by the red arrow.



A photo facing north, from Skylark Road, through the land designated as public open space. The recorded public footpath leads north through this open space.

4.2



At the northern extent of the public open space the footpath becomes overgrown with vegetation and trees, it is not physically obvious a public footpath leads further north.

4.3



The footpath leads behind the property , no.1 Fieldfare Way, on the east side of the path. As can be seen it is in an overgrown and partially blocked state by fallen trees.

4.4



The footpath continues north between the back gardens of Fieldfare Way on the east and the hedge on the west side which is in the ownership of properties of The Bramblings. The route of the path is overgrown with nettles and brambles growing from the surface of the footpath and overgrowth and fallen trees from the hedge on the west side. It was not passable to any pedestrian at the time of inspection.

4.5



The footpath from its northern junction with Sandridge Road can be seen above. The path is signed from the road and leads south between the fences and hedges of properties either side.

4.6



The path continues south, enclosed on both sides. The path becomes impassable from this direction due to vegetation, it is also apparent that fly tipping of garden waste and cuttings of the hedge on the west side has been dumped on the path.

5. Photographs of Alternative Route

If the footpath were to be extinguished the most likely alternative route for pedestrians is along Fieldfare Way and its adopted footway. This route is already available to the public as a publicly maintained highway.

- 5.1 The map extract below shows the nearest alternative route along Fieldfare Way, shown by the solid black line.



5.2 The below are photographs of that alternative route.



Facing north along Fieldfare Way and its junction with Skylark Road. A surfaced footway leads along the eastern side of the road and a green verge is available on the west.

5.3



Once around the bend in the road, there are footways either side of the carriageway. The footway on the eastern side being wider.

5.4



As the footways approach the northern end of the cul-de-sac road, they lead to a pedestrian link to Sandridge road.

5.5



The footway link is lighted and leads to the footway along Sandridge Road.

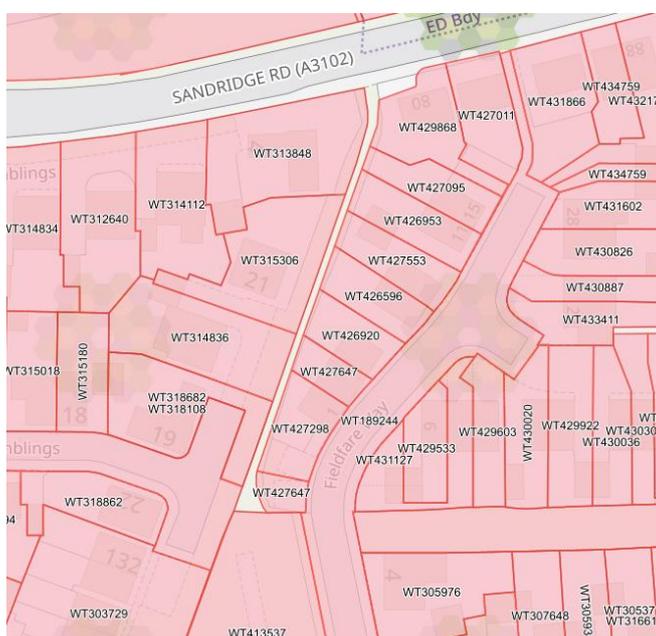
5.6



A view from Sandridge Road, looking south along the footway link to Fieldfare Way.

6. Landownership

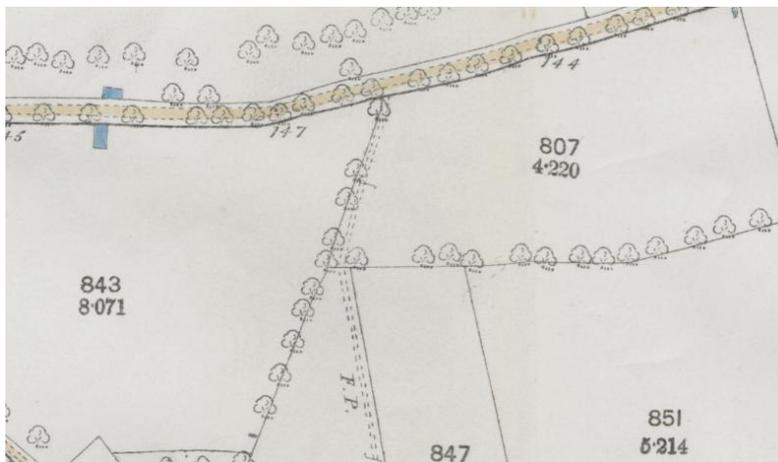
6.1 The land over which the public footpath leads is partly in the ownership of Green Square Accord where it crosses the public open space and is partly unregistered land where it leads behind properties. See extract of Land Registry map with title numbers. The length of the footpath north of the public open space is unregistered land.



6.2 Green Square Accord have granted consent for the proposed footpath extinguishment over their land. They have also confirmed they recognise this land as public open space and have no plans to physically change the land in any manner as a consequence of any footpath extinguishment. Access would remain to the public to this section of land.

6.3 Where the path leads over unregistered land efforts have been made to identify a landowner but have not been successful. The strip of land over which the footpath leads was not sold to the developer for the construction of the estate, this strip of land is excluded from the title. It is deemed likely the owner of the land has been lost over time where evidence shows the path once led up the western edge of the field (over which development has subsequently occurred) in the late 1800s and early 1900s and was over time fenced off from that field and likely lost in later transactions relating to the sale of that field. This western boundary of the field remains in the same location and still forms the western boundary of the footpath.

6.4 Evidence of this can be seen below in County Series Ordnance Survey maps, 1:2500 scale, from the late 19th century into the early 20th century.



1886 map

The section of the path which has no registered landowner can be seen in this OS map of the area published in 1886, leading along the edge of the field, unfenced from the rest of the field. The path is depicted by two dashed lines which indicate a change in vegetation on the ground but no solid wall, fence, or hedge. This remains the same in OS maps published in 1900 and 1924. The

situation changes on the OS map published in 1937, by this date the path has been fenced off from the rest of the field. This can be seen by the solid black line along the east side of the now enclosed path. The brace linking this enclosed path to the field to the east indicates it is part of that land holding.



1937 map

6.5 From this mapping evidence the path (the currently unregistered section) became a fenced enclosed route at sometime between 1924 and 1937. It is deemed likely that when this field was latterly sold and developed this now fenced off footpath was excluded from the sale, therefore any landowner may still be whomever owned the land in circa 1920s-30s and fenced off the path. This was a time before land was required to be registered with Land Registry and the owner is likely now deceased. This may not be the case but from the available evidence is deemed the most likely scenario.

6.6 It is possible that a landowner may come forward and claim compensation for an order affecting their land they did not consent to. This compensation would be payable by the applicant as per the application form they have signed. It is deemed the risk of a compensation claim from any owner of that land is low given the evidence of the likely history of ownership of the land.

7. Legal Empowerment

7.1. The application applies for an order to extinguish part of footpath MELK103 under Section 118 of the Highways Act 1980. This applies where a footpath, bridleway or restricted byway, or part of that highway, is not needed for public use.

7.2. Section 118 of the Highways Act 1980 states:

“118. Stopping up of footpaths, bridleways and restricted byways.

(1) Where it appears to a council as respects a footpath, bridleway or restricted byway in their area (other than one which is a trunk road or a special road) that it is expedient that the path or way should be stopped up on the ground that it is not needed for public use, the council may by order made by them and submitted to and confirmed by the Secretary of State, or confirmed as an unopposed order, extinguish the public right of way over the path or way.

An order under this section is referred to in this Act as a “public path extinguishment order”.

(2) The Secretary of State shall not confirm a public path extinguishment order, and a council shall not confirm such an order as an unopposed order, unless he or, as the case may be, they are satisfied that it is expedient to do so having regard to the extent (if any) to which it appears to him or, as the case may be, them that the path or way would, apart from the order, be likely to be used by the public, and having regard to the effect which the extinguishment of the right of way would have as respects land served by the path or way, account being taken of the provisions as to compensation contained in section 28 above as applied by section 121(2) below.

(3) A public path extinguishment order shall be in such form as may be prescribed by regulations made by the Secretary of State and shall contain

a map, on such scale as may be so prescribed, defining the land over which the public right of way is thereby extinguished.

(4) Schedule 6 to this Act has effect as to the making, confirmation, validity and date of operation of public path extinguishment orders.

(5) Where, in accordance with regulations made under paragraph 3 of the said Schedule 6, proceedings preliminary to the confirmation of the public path extinguishment order are taken concurrently with proceedings preliminary to the confirmation of a public path creation order, public path diversion order or rail crossing diversion order then, in considering-

(a) under subsection (1) above whether the path or way to which the public path extinguishment order relates is needed for public use, or

(b) under subsection (2) above to what extent (if any) that path or way would apart from the order be likely to be used by the public, the council or the Secretary of State, as the case may be, may have regard to the extent to which the public path creation order, public path diversion order or rail crossing diversion order would provide an alternative path or way.

(6) For the purposes of subsections (1) and (2) above, any temporary circumstances preventing or diminishing the use of a path or way by the public shall be disregarded.

(6A) The considerations to which-

(a) the Secretary of State is to have regard in determining whether or not to confirm a public path extinguishment order, and

(b) a council are to have regard in determining whether or not to confirm such an order as an unopposed order,

include any material provision of a rights of way improvement plan prepared by any local highway authority whose area includes land over which the order would extinguish a public right of way.”

7.3. Section 51 and paragraph 2 of Schedule 5 to the Countryside and Rights of Way Act 2000 inserted a new section 53A into the Wildlife and Countryside Act 1981. Previously where the Highway Authority, which was also the Surveying Authority, made an order which changed the network of public rights of way, e.g. a public path extinguishment order under Section 118 of the Highways Act 1980, they were subsequently required to make a further order under Section 53 of the Wildlife and Countryside Act 1981 to record the change to the network on the definitive map and statement. The addition of Section 53A enables the Authority to include in public path orders satisfying the criteria in Section 53A(1), provisions to modify the definitive map and statement, thereby avoiding the need for a separate modification order. Officers propose that where a public path order is made under Section 118 of the Highways Act 1980, extinguishing footpath MELK103, provisions are included within the same order to modify the definitive map and statement of public rights of way simultaneously. Section 53A of the Wildlife and Countryside Act 1981 states:

“53A Power to include modifications in other orders.

- (1) *This section applies to any order-*
 - (a) *which is of a description prescribed by regulation made by the Secretary of State,*
 - (b) *whose coming into operation would, as regards any definitive map and statement, be an event within section 53(3)(a).*
 - (c) *which is made by the surveying authority, and*
 - (d) *which does not affect land outside the authority’s area.*
- (2) *The authority may include in the order such provision as it would be required to make under section 53(2)(b) in consequence of the coming into operation of the other provisions of the order.*
- (3) *An authority which has included any provision in an order by virtue of subsection (2)-*
 - (a) *may at any time before the order comes into operation, and*

- (b) *shall, if the order becomes subject to special parliamentary procedure, withdraw the order and substitute for it an order otherwise identical but omitting any provision so included.*
- (4) *Anything done for the purposes of any enactment in relation to the order withdrawn under subsection (3) shall be treated for those purposes as done in relation to the substituted order.*
- (5) *No requirement for the confirmation of an order applies to provisions included in the order by virtue of subsection (2), but any power to modify an order includes power to make consequential modifications to any provision so included.*
- (6) *Provisions included in an order by virtue of subsection (2) shall take effect on the date specified under section 56(3A) as the relevant date.*
- (7) *Where any enactment provides for questioning the validity of an order on any grounds, the validity of any provision included by virtue of subsection (2) may be questioned in the same way on the grounds –*
- (a) *that it is not within the powers of this Part, or*
- (b) *that any requirement of this Part or of regulations made under it has not been complied with.*
- (8) *Subject to subsections (5) to (7), the Secretary of State may by regulations provide that any procedural requirement as to the making or coming into operation of an order to which this section applies shall not apply with modifications prescribed by the regulations, to so much of the order as contains provision included by virtue of subsection (2).*
- (9) *Regulations under this section shall be made by statutory instrument which shall be subject to annulment in pursuance of a resolution of either House of Parliament.”*

8. Current Records

- 8.1 Footpath Melksham 103 is recorded in the Bradford and Melksham Rural District Council Area Definitive Map and Statement dated 1952 as a result of the National Parks and Access to the Countryside Act 1949.
- 8.2 The path was originally claimed by Melksham Without Parish Council as part of the definitive map process and was recorded in the definitive map and statement as footpath Melksham Without footpath no.28 . In preceding years, the Melksham Town boundary has extended, and the path now lies within the parish of Melksham and has been reassigned as path reference Melksham 103. The route of the path , subject to the application, has not been amended since its recording in the definitive map and statement in 1952.
- 8.3 See below extract of the original definitive map . This extract is not to the original scale which is 1:25,000 and for legal purposes should only be viewed at that scale, however a larger scale extract is provided below for visual aid.



The path recorded then as Melksham Without 28 can be seen depicted by a purple line between Sandridge Road to the north and Snarlton Lane to the south (via what is now footpath MELK104 running east-west).

- 8.4 Each path recorded in the definitive map is accompanied by a definitive statement. The definitive statement for the path reads as follows:

Melksham 103 : FOOTPATH From the Melksham – Calne road, A3102, leading south-west and south to path No.27, about 91 metres east of Snarilton Lane, U/C 6036.

Approximate length 229 metres

- 8.5 There is an error within the statement where the path now meets footpath Melksham 104, not path no.27 as stated. This is due to the statement not being changed during a parish boundary change , where it did link to footpath Melksham Without 27 , but due to the modern parish boundary change this section of what was Melksham Without 27 is now reassigned as Melksham path no.104. The path is in the same position but has a different reference following the parish boundary change in. Now that this anomaly has been noted it will be amended in due course.

9. Public Consultation

- 9.1. Following the application being assigned to an officer for processing in November 2025, an initial consultation letter was sent to affected and adjoining landowners and residents, user groups , Melksham Town Council , Melksham Without Parish Council (as an adjoining authority) and other interested parties regarding the proposal. Notices were additionally placed on site at either end of the affected path to ensure any users of the path were aware of its proposed extinguishment. The consultation had an end date of 5th January 2026 , but this was extended to mid-January to allow Melksham Town Council to consider the matter at their January meeting.
- 9.2. Ten responses were received during the consultation process , or before, in the case of the West Wiltshire Ramblers, who have confirmed they wish their comments to be considered as made prior to the consultation. The following is a brief summary of the consultation replies received; all consultation responses

are available to be viewed in full online in our register of Public Path Order applications under reference P/2024/004 and are included at appendix 2 to this report. The applicant has also written a response to the consultation responses, which is also included at appendix 2 and online.

9.3 The following is a summary of the responses received , grouped into objectors, supporters and informative replies. The name of the respondents and a very brief summary of their response is given. Full responses can be read at appendix 2.

Objectors:

- Sue Lohan – Resident of Fieldfare Way – Ecology concerns.
- Claire and Daniel Jeske – Residents of The Bramblings – Privacy and Ecology concerns.
- Melksham Without Parish Council – Ecology concerns.
- West Wiltshire Ramblers – Loss of green route and continuity of rights of way network.

Supporters or no objection:

- John Edwards- Resident of Fieldfare Way- concerns regarding public open space land which have been alleviated.
- Vicky and Peter Murton – Resident of Fieldfare Way – Privacy and security would be improved if path extinguished.
- Melksham Town Council – Path no longer serves a purpose, safer alternative. Ask that future ownership concerns are considered.
- Ben Braine and Vicky Roscoe - Wiltshire Councils Countryside Access Officers (responsible for the rights of way network maintenance and enforcement in the Melksham area). Path not required for public use, alternative is preferable.

Informative Replies:

- Paul Millard - Wiltshire Councils Countryside Access Development Officer (responsible for planning related rights of way comments and improvements to the network). Details of s.106 money potential for improvements for MELK103, can be used elsewhere if path extinguished.
- Jenna Buss - Wiltshire Council Ecology Officer- Hedge forms a green corridor, seek further advice on management.

9.4 Searches have been made on statutory undertakers' assets. Open Reach assets were found to be recorded within the proposed extinguished path. As per section 121 (4) of the Highways Act 1980; *a council shall not confirm such an order as an unopposed order, if the order extinguishes a right of way over land under, in, upon, over, along or across which there is any apparatus belonging to or used by any statutory undertakers for the purpose of their undertaking unless the undertakers have consented to the making or, as the case may be, confirmation of the order.* As such the council may make an order but not confirm the order unless consent is granted by Open Reach where their apparatus has been identified on the route. Consent will be sought from Open Reach and a clause inserted into any made order if requested by Open Reach, so any statutory undertakers maintain access to their equipment as required.

9.5 In summary the consultations attracted 10 separate responses. With 4 in support for the proposal for extinguishment and 4 in objection. The contents of the responses will be considered in more detail later in this report.

10. Main Considerations for the Council

10.1. Section 118 (1) of the Highways Act 1980 requires the order making authority to be satisfied that it is expedient that the path or way should be stopped up on the ground that it is not needed for public use.

10.2. Officers have taken into consideration the public utility of the route of the path proposed for extinguishment. It links Skylark Road to the south and Sandridge Road to the north , via public open space and a narrow fenced in pathway

between a hedge and garden fences. This route , linking the two roads, is duplicated by the footway along Fieldfare Way as seen at 5. of this report. The entrances to both MELK103 and the footway along Fieldfare way both north and south entrances are circa 20 metres apart. i.e. a minimal distance for any user. The total distance to walk along MELK103 , the section proposed for extinguishment is approx. 130 metres, and in comparison, the same route along the footway of Fieldfare Way is approximately 150 metres. The different entrance or exit point on Sandridge Road (circa 20 metres apart) would appear to be as convenient to the public, depending on their destination.

10.3. The alternative route is hard surfaced, has street lighting and appears to be used in preference to the route of MELK103. This is apparent where , north of the public open space land, MELK103 is significantly overgrown , has fallen trees blocking access, and garden waste fly tipping along its length, it is impassable currently and appears to have been so for some time. Surface vegetation is the responsibility of Wiltshire Council as the highway authority and overhanging vegetation from the hedge is the responsibility of the hedge owner. As per Planning Inspectorate guidance temporary circumstances should not be considered in this matter (diversion or extinguishment orders). The vegetation blocking the route is a temporary circumstance and its utility is judged as if the route were freely available to the public. However, the state of the path , and lack of complaints regarding its impassable nature to Wiltshire Council, reflects that there is no demand from the public to be able to use this footpath.

10.4. If the path were to be cleared of vegetation, both surface growth by Wiltshire Council and overgrowing vegetation from the adjoining hedge owner, it is deemed the path is unlikely to be used to any significant degree where a clear, surfaced, lit alternative exists along Fieldfare Way. The path , if cleared, will remain a narrow route between garden fences and a hedgerow.

10.5. The path sits within a modern housing estate, where connecting routes are open, surfaced paths. The continuation of MELK103 south is a tarmac route located within public open space. The section of path proposed for extinguishment is a narrow fenced in route behind residential gardens and the

nature of this will not be changed even if potential surfacing works are undertaken (reliant upon planning permission on adjoining land to the north).

10.6. The public consultation exercise , which was advertised on site to ensure any users of the path would be aware of the proposal, attracted 4 objections. However, three of the four objectors do not state they use the path or wish to use the path. Mr and Mrs Jeske state “ *we agree the land is rarely used as it is overgrown*”. Ms Lohan notes that the path is scarcely if ever used. Melksham Without Parish Council “ *support the extinguishment in principle*” except for ecology concerns.

10.7. West Wiltshire Ramblers wish to retain the path as green space and due to its continuity as a historic path between Bowerhill and Sandridge Common. The historic link between Bowerhill and Sandridge common referred to would have been achieved via a number of separated footpaths linking , at the time of the definitive map in the 1950s, various farms at Bowerhill (before any significant housing) , Snarlton Lane and Sandridge Road. These linking footpaths have variously been severed by development in the preceding 70+ years, but a route still exists for walkers broadly along the same route available in the 1950s albeit now via mostly estate or surfaced paths and not the fields of the past. The removal of this section of MELK103 would not sever a pedestrian link to Sandridge Road, it will be available via the surfaced, lit footway of Fieldfare Way, which is similar in nature to the continuation of MELK103 south and its linking route south towards Bowerhill, via Snarlton Lane, and footpath MELK106. Therefore, continuity of a pedestrian route would remain.

10.8. The vast majority of comments in objection to the proposal relate to the path forming a green corridor or nature corridor and this should not be lost. The appearance of this route as a ‘ green corridor’ is false in its current condition. The surface vegetation is a temporary circumstance, it should be cleared , its primary function and designation is that of a public highway, in this case a public footpath which should be open and unobstructed. The hedge which forms the western boundary of the highway does not form part of the footpath, if it did it would be an obstruction to the highway. It has been clarified in their

response to the consultation this hedge is in the ownership of residents of The Bramblings to the west of the path. The hedge should be trimmed by the owners to ensure it does not interfere with the public highway. It is clear maintenance of this path has not been proactively undertaken either by Wiltshire Council or the hedge owner; this is likely where there is little to no demand from the public to use the path and where a preferred alternative is in use.

10.9. If the footpath were to be extinguished the applicant has acknowledged the concerns of the residents of The Bramblings and their ownership of the hedge. This hedge will remain, unless removed by the owner of the hedge, which they have stated they do not desire. If any green corridor of any description exists it is this hedgerow which does not form part of the footpath and will remain. The land over which the footpath leads has no known landowner and if any residents wish to take this land into their curtilages following any extinguishment of the public rights this would be the responsibility of those individuals to follow appropriate legal avenues to achieve this.

10.10. It has been identified that if planning permission to the north of Sandridge road (Planning reference PL/2024/10345) is granted money has been set aside via the section 106 agreement for the improvements and surfacing of MELK103. The consequence of this would be to remove the unsurfaced (green) nature of this path, making it similar but still inferior to the alternate route along Fieldfare Way, where its enclosed narrow nature cannot be improved.

10.11. It is noted that objectors, Sue Lohan and Melksham Without Parish Council , request that conditions are put in place regarding hedgerow protection, root protection and to stop the land being taken into residential curtilages if the extinguishment proceeds. This is not within the powers of an extinguishment order made under the Highways Act 1980. It is not similar to planning permission where reserved matters or conditions can be placed or introduced when consent is granted. If the public footpath is extinguished the land will remain in private ownership and as stated, the owner of the hedge has no

desire to remove the hedge, they can maintain the hedge for wildlife and their own privacy.

10.12. Comments regarding Wiltshire's Green and Blue Infrastructure strategy have been raised. MELK103 is not identified as a Green Infrastructure corridor within the Joint Melksham Neighbourhood Plan 2. The hedgerow, as stated, does not form part of the public highway, it is in private ownership and will remain so. Any green vegetation growing from the surface of the path is a temporary obstruction to the highway and the path is identified for surfacing improvements if it is not extinguished (subject to planning consent to the north). The removal of the path may facilitate the private land over which the path leads being taken into private residences and may cease the land over which the path leads being a physical corridor, albeit currently overgrown with nettles, brambles, green waste fly tipping and fallen trees. If these actions do take place, i.e. the land is taken into private curtilages of the gardens, they should be undertaken with the relevant permissions at that time. This is not a matter for Wiltshire Council if the path is extinguished.

10.13. Another matter raised in objection is the reduction in privacy, if the path is extinguished, of the properties of The Bramblings. Conversely residents of Fieldfare Way have stated the paths extinguishment will increase their privacy and security. If the properties of Fieldfare Way were to extend their gardens up to the hedgerow, which is owned by residents of The Bramblings, it will have limited impact on privacy where the hedge will remain and there is a strip of land between the hedge and gardens of properties of The Bramblings. The houses of Fieldfare Way would have no better view into these properties than currently available. Currently the path, if used, would have a similar impact on privacy to any properties. If any outbuildings were to be constructed on any additional land taken into curtilages, which could be perceived to impact on privacy, these would be subject to the relevant planning permissions at that time. The act of extinguishment of the footpath is not deemed to impact on privacy.

10.14. Anti-social behaviour has been raised during the consultation. Whilst there is conflicting opinion on whether this occurs, it is apparent it does occur to some degree at the southern end of the path where there is litter and graffiti on the residential fence. The extinguishment of the path may reduce this, but it is not a significant consideration in extinguishing this public highway. Unless there is a major concern and a history of issues and other methods (police action) have been undertaken extinguishment of a public highway is not a first resort to resolve these issues.

10.15. Consideration of support for the proposal is also noted along with the objections. Those supporters include; residents of Fieldfare Way, Melksham Town Council and the Countryside Access Officers for the area who are responsible for the maintenance and enforcement of public rights of way. This support is significant coming from local residents, who may use the path, the Town Council whose area the path is situated and the professional officers whose job it is to protect the rights of way network. These parties deem the path no longer serves as a public utility as there is a suitable alternative.

10.16. What is also significant is the absence of responses to the consultation, by any local inhabitants using or wishing to use the path, in objection, given it was advertised on site, and directly to all surrounding residents. If residents who lived in the area or were walking in the area wished to retain this path, they have had the opportunity to communicate that desire. The responses that were received in objection do not relate to any desire to use the path.

10.17. Officers are satisfied that section 118(1) is satisfied, i.e. that it is expedient to extinguish footpath MELK103 as it is not needed for public use. There is no indication from the local population of a desire to use the path and there is a clear alternative route which is used and from the physical evidence preferred.

10.18. As per section 118(2) of the Highways Act 1980 an order shall not be confirmed unless the authority or the Secretary of State are satisfied that it is expedient to do so, having regard to the extent (if any) to which it appears that

the path or way would, apart from the order be likely to be used by the public, and having regard to the effect which the extinguishment of the right of way would have as respects land served by the path or way, account being taken of the provisions as to compensation.

10.19. The Planning Inspectorate document entitled Guidance on Procedures for Considering Objections to Definitive Map and Public Path Orders, appendix K, general guidance on public rights of way matters, from para 23.1.15 discusses extinguishment orders. Para 23.1.17 states *“At the confirmation stage, the decision-maker does not have to be satisfied that the way is not being used in order to conclude that it is not needed for public use. An Inspector could confirm an order even if he/she thought the way was likely to be used to a limited degree but was not actually needed.”* The section of path to be extinguished may be used occasionally, if the vegetation was cleared, or/and if the path is surfaced in future but it is deemed it is not needed. It is and will be inferior to the alternative route given the locality the path is situated, i.e. within a housing estate. The path will in all circumstances remain a narrow fenced in route between garden fenced and a hedgerow.

10.20. Section 118(2) also states *“and having regard to the effect which the extinguishment of the right of way would have as respects land served by the path or way, account being taken of the provisions as to compensation contained in section 28 above as applied by section 121(2).”* The land over which the path leads is in unknown private ownership, this does not include the hedgerow to the west. If any landowner or person with an interest in the affected land comes forward, they may claim compensation as per section 28 and 121 of the Highways Act 1980. The Public Path Orders Regulations 1993 state any compensation claim should be made within six months from the coming into force of the order in respect of which the claim is made and that claim should be made to the authority (Wiltshire Council). The applicant will be liable for any compensation claim made as per the application form. Any decision on the validity and value of compensation would be made by an independent land tribunal.

10.21. At subsection 6A of Section 118 of the 1980 Act, the Secretary of State or the Council in determining whether or not to confirm the order, should have regard to any material provision of a rights of way improvement plan prepared by any local Highway Authority, in this case the Wiltshire Countryside Access Improvement Plan 2015 – 2025 (CAIP) . The CAIP sets out Wiltshire Council policies relating to rights of way including public path order applications.

10.22. The CAIP includes a strengths, weaknesses, opportunities and threats (SWOT) analysis of the rights of way network in Wiltshire, produced in consultation with representatives from user groups. Under weaknesses it is recognised that:

“The network is largely historic and although it has evolved, in places it does not meet the present and likely future needs of users and potential users.”

“Processing legal orders to change rights of way brings positive changes to the network, e.g., it protects ancient routes and diverts routes to meet modern requirements”, is recognised as an opportunity for the network.

The rights of way network in Wiltshire is historic, which at times does not meet the needs of users. This is also applicable to landowners, e.g., where land use has changed. The legislation available to amend the rights of way network through extinguishment, diversion and creation, recognises this. This proposed extinguishment will recognise the modern layout of the locality of this path and recognise the path is not needed for public use, with no negative impact on pedestrian connectivity.

10.23. In making extinguishment orders, Sections 29 and 121(3) of the Highways Act 1980 require authorities to have due regard to the needs of a) agriculture and forestry and b) the desirability of conserving flora, fauna and geological and physiographical features. Section 40 of the Natural Environment and Rural

Communities Act 2006 also places a duty on every public authority in exercising its functions, to have regard to the conservation of biodiversity, as far as is consistent with the proper exercise of those functions. In this section, conserving biodiversity includes that in relation to a living organism, or type of habitat and restoring or enhancing a population or habitat.

10.24. Officers note the comments during the consultation phase regarding ecological concerns and as such comments were sought from Wiltshire Councils ecology department. The path does not fall under any designation which would trigger a consultation with ecology officers in normal circumstances. The comments received from Ecology officers are noted; however the path is a public highway, and the surface vegetation is an obstruction to the free passage of the highway. The hedgerow which has been identified as the main ecological feature is not part of the footpath, is in private ownership, and will not be affected by the extinguishment of the footpath, thus retaining what is referred to as a green corridor.

10.25. The Countryside Access Officers responsible for the maintenance and enforcement of the public rights of way network support an extinguishment order for this path. Part of their duty is to consider ecological matters relating to public rights of way and how they undertake management of that network.

10.26. It is considered that there would be very limited if any ecological impact as a direct result of an extinguishment order being made for this footpath and subsequently confirmation.

10.27. If an order is made it will be subject to a further statutory consultation period, where the order will be advertised on site and in a local newspaper, bringing the order to the attention of a wider audience than the initial consultation. Representations or objections made during the order consultation will be taken into consideration when considering any confirmation of the order is pursued or undertaken.

11. Safeguarding Considerations

- 11.1. If an order to extinguish MELK103 is made, Wiltshire Council will follow procedures set out at Schedule 6 of the Highways Act 1980, which outline the provisions as to making, confirmation, validity and date of operation of certain orders relating to footpaths, bridleways and restricted byways, including notice of the making and confirmation of the order. In doing so Wiltshire Council will fulfil its safeguarding considerations.

12. Environmental and Climate Change Considerations

- 12.1. There are no identified environmental or climate change considerations associated with the proposals. The Wiltshire Council Ecology database has been consulted, and the land is not under any designation. Ecology officers have been consulted and comments noted, the hedgerow corridor is not part of the path and will be retained as per the owners response. The path is not designated as part of the council green infrastructure in the Melksham Neighbourhood Plan 2. There is no indication if the path is to be extinguished it will be built over by any buildings, and future development would be subject to the relevant permissions.

13. Equalities Impact of the Proposal

- 13.1. DEFRA Circular 1/09, at 5.4. states that “...all aspects of Public Path Orders (unlike Definitive Map Modification Orders which represent what is believed to have been the route, width and structures existing when a way was dedicated) will be affected by the DDA (Disability Discrimination Act 1995), particularly in relation to the limitations and conditions to be defined in the statement.”
- 13.2. The Disability Discrimination Act (DDA) is now superseded by the Equality Act 2010, which places a duty upon all authorities as follows:

“(1) An authority to which this section applies must, when making decisions of a strategic nature about how to exercise its functions, have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result in socio-economic disadvantage.”

13.3. The protected characteristics include disability, and the Act places a duty on authorities to make reasonable adjustments to avoid disadvantage. Section 149 of the Act details the “public sector equality duty” placed upon a public authority, to:

“in exercise of its functions, have due regard to the need to-

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

13.4. The Wiltshire Council “Wiltshire Countryside Access Improvement Plan 2015 – 2025 Rights of Way Improvement Plan 2” (CAIP), also sets out Wiltshire Council’s access for all and gaps, gate and stile policy (policy 7, page 10), stating that *“disabled people should have equal opportunities to use public rights of way and the wider access provision where this is practical”*, and the *“least restrictive option”* principle needs to be applied when a new route is being created.

13.5. The extinguishment proposal removes a narrow , currently uneven , unsurfaced fenced in path. This is unlike the surrounding access any user would use to get to this route, which is surfaced and open in nature. It is likely that any person with mobility problems would prefer to use the alternate way

along the footway as identified in this report. It is deemed the removal of this recorded public footpath does not affect disabled access in the vicinity.

14. Risk Assessment

14.1. No risks to the public are identified in making a public path extinguishment order. The financial risks to the Council are considered at 15.

15. Financial Implications

15.1 The Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 (SI 1993/407) amended by Regulation 3 of the Local Authorities (Charges for Overseas Assistance and Public Path Orders) Regulations 1996 (SI 1996/1978), permit authorities to charge applicants costs in relation to the making of orders, including public path diversion orders. Authorities may charge only the actual costs incurred.

15.2. The applicant , has agreed in writing to meet the actual costs to the council in processing the order, including advertising the making of the order and should the order be successful, the confirmation of the order in one local newspaper.

15.3. The applicant has agreed in writing to pay any compensation which may arise in consequence of the coming into operation of the order. As there is no identified landowner , if one comes forward within 6 months of the order coming into force they may may seek compensation. Compensation may be claimed under section 28 and 121 (2) of the Highways Act 1980. It is deemed this risk is low given the likely loss of knowledge of ownership of this strip of land as per section 6 of this report. However, if any claim is made the applicant will be liable for any costs.

15.4. The applicant has also agreed in writing to pay the costs of any associated site works incurred by the Council on completion of the application. The only works required by the Council if the path is extinguished, will be the removal of the footpath sign at its northern end.

- 15.5. If an extinguishment order is made under Section 118 of the Highways Act 1980 and there are no objections to the making of the order, Wiltshire Council may confirm the order and there are no additional costs to the Council.
- 15.6. If there are objections to the making of the order which are not withdrawn and the Council continues to support the making of the order, (decided by Wiltshire Councils Western Area Planning Committee members) the order will be forwarded to the Secretary of State for decision. The outcome of the order will then be determined by written representations, local hearing, or local public inquiry. If the case is determined by written representations, the cost to the Council is negligible, however, where a local hearing is held the costs to the Council are estimated at 500 and where the case is determined by local public inquiry costs are estimated at circa £4,000.

16. Legal Considerations

- 16.1. If the Council makes a public path extinguishment order and objections are received, where the Council continues to support the making of the order, it will be forwarded to the Secretary of State for determination, which may lead to the order being dealt with by written representations, local hearing or local public inquiry. The Inspectors decision may be subject to challenge in the High Court.
- 16.2. Where the Council refuses the application, there is no right of appeal for the applicant, however, any decision of the Council is open to judicial review. Any decision to make and order or not must be fair and proportionate.
- 16.3. The making of a public path extinguishment order under the Highways Act 1980 is a discretionary power for the Council rather than a statutory duty. Therefore, a made order may be withdrawn at any time without referral to the Secretary of State, up until the point of confirmation, if the Council no longer continues to support the order. For example, where it is considered that the proposals no longer meet the legal tests for extinguishment as set out under

Section 118 of the 1980 Act. If an order is made , further consultations will be conducted, by letter or emails to interested and statutory parties, by site notices and in a local newspaper, if objections are received during that statutory period, considerations will be given to those responses before any confirmation of the order is pursued.

17. Options Considered

17.1. The options available to the Council at this stage are as follows:

- (i) To refuse to make the order, where it is considered that the legal tests, as set out under Section 118 of the Highways Act 1980, are not met, i.e., the path is needed for public use,
- (ii) To make an order to extinguish footpath Melksham 103 between Skylark Road and Sandridge Road, under Section 118 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981, on the grounds that the highway proposed to be extinguished is not needed for public use.

18. Reasons for Proposal

18.1. It is proposed to make a public path extinguishment order under Section 118 of the Highways Act 1980, to extinguish footpath Melk103, where it is not needed for public use and meets all other considerations as per the section 118 of the Highways Act 1980.

18.2. The path is not needed for public use, as supported by the public consultation exercise. There is an alternative route which serves the route of the path to be extinguished which is superior and is used by the public. The main ecological concerns raised regarding the hedgerow will not be realised as a result of the extinguishment of the footpath. The hedge does not form part of the path and any other vegetation growing from the surface of the path is a temporary obstruction to the public highway. The proposal has equal support and

objection during the initial consultation phase but is supported by the Town Council whose area the path is situated and professional rights of way officers. The objections from local residents and Melksham Without PC do not relate to use of the path or desire to use the path. The continuity of public pedestrian access will not be severed by this extinguishment. If an order is made it will be advertised on site and in a local newspaper, any responses/ objections to that order consultation will be considered by officers and the planning committee members as to whether the path is needed for public use and any decision on pursuing confirmation of that order. At this stage officers deem the footpath to be extinguished is not needed for public use as is the main consideration as per s.118 of the Highways Act and with consideration of other concerns raised, it is appropriate an order is made and that order would , subject to consideration of any objections to the order, be capable of confirmation. It would be unreasonable to refuse to make an order given the relevant considerations.

19. Recommendation

19.1 That an order to extinguish part of footpath Melksham 103 be made under Section 118 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981, where the path is not needed for public use and if no objections or representations are received, the order be confirmed by Wiltshire Council as an unopposed order, subject to statutory undertaker consent.

Craig Harlow
Definitive Map Officer
22nd January 2026

Appendices:

Appendix 1: Application documents
Appendix 2: Consultation responses

NOTICE OF MAKING OF AN ORDER

HIGHWAYS ACT 1980 AND WILDLIFE AND COUNTRYSIDE ACT 1981

The Wiltshire Council Parish of Melksham Path no.103 Extinguishment and Definitive Map and Statement Modification Order 2026.

The above named order, made on 30th January 2026 under Section 118 of the Highways Act 1980 will, if confirmed as made, extinguish the entire width and length of that public right of way as shown by a solid black line on the order plan from point A, at its junction with Skylark Road, Melksham at OS Grid reference ST 91837 64103 leading generally north then north north easterly to point B of the order plan, at its junction with Sandridge Road, Melksham at ST 91851 64227 (approx. length 130 metres). The order will have the effect of modifying the Bradford and Melksham Rural District Council Area definitive map dated 1952 accordingly.

A copy of the order and the order map may be seen free of charge at, Wiltshire Council, County Hall, Trowbridge, Wiltshire, BA14 8JN from 0900 to 1700 Monday to Friday by appointment. To book an appointment to view the order or receive an electronic copy of the order please contact Craig Harlow on craig.harlow@wiltshire.gov.uk or 01249 468568.

Any representations or objections to the order may be sent in writing to Craig Harlow, Definitive Map Officer, Definitive Map and Highway Records, Wiltshire Council, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN or via email to craig.harlow@wiltshire.gov.uk not later than 17:00 on Friday 13th March 2026. Please state the grounds on which they are made.

If no such representations or objections are duly made, or if any so made are withdrawn, the Wiltshire Council may confirm the order as an unopposed order. If the order is sent to the Secretary of State for the Environment, Food and Rural Affairs for confirmation any representations and objections which have not been withdrawn will be sent with the order

Wiltshire Council, BA14 8JN

Notice published 12th February 2026

**PUBLIC PATH EXTINGUISHMENT AND DEFINITIVE MAP AND STATEMENT
MODIFICATION ORDER**

HIGHWAYS ACT 1980 AND WILDLIFE AND COUNTRYSIDE ACT 1981

WILTSHIRE COUNCIL

**THE WILTSHIRE COUNCIL PARISH OF MELKSHAM PATH NO.103
EXTINGUISHMENT AND DEFINITIVE MAP AND STATEMENT MODIFICATION
ORDER 2026**

This order is made by Wiltshire Council ("the authority") under Section 118 of the Highways Act 1980 ("the 1980 Act") because it appears to the authority that the path described in paragraph 1 below is not needed for public use.

This order is also made under Section 53A(2) of the Wildlife and Countryside Act 1981 ("the 1981 Act") because it appears to the authority that the Bradford and Melksham Rural District Council Area definitive map and statement dated 1952 require modification in consequence of the occurrence of an event specified in section 53(3)(a)(i) of the 1981 Act, namely, the stopping up (as authorised by this order) of a highway hitherto shown or required to be shown in the map and statement.

Melksham Town Council has been consulted as required by Section 120(2) of the 1980 Act.

BY THIS ORDER:

1. The public right of way over land situate in the vicinity of Skylark Road, Melksham, SN12 7GD shown by a continuous bold line on the map attached to this order and described in Part 1 of the Schedule to this order shall be extinguished on the date of confirmation of this order and thereupon the Bradford and Melksham Rural District Council Area definitive map dated 1952 shall be modified by deleting from it that public right of way, and the Bradford and Melksham Rural District Council Area definitive statement dated 1952 shall be modified as described in Part 2 of the Schedule to this order.
2. Where immediately before the date on which the rights are extinguished there is apparatus under, in, on, over, along or across it belonging to statutory undertakers for the purpose of carrying on their undertaking, the undertakers

shall continue to have the same rights in respect of the apparatus as they then had.

**THE COMMON SEAL of
THE WILTSHIRE COUNCIL**
Was hereunto affixed this
30th day of January 2026
in the presence of:

}
}
}
} 
} **Authorised Signatory**
} **Wiltshire Council**



SCHEDULE

PART 1

29789

Description of Public Right of Way to be Extinguished

The entire width and length of that public right of way as shown by a solid black line on the plan attached hereto from point A at its southern junction with Skylark Road at OS Grid reference ST 91837 64103 leading generally north then north north easterly direction to point B at its junction with Sandridge Road at ST 91851 64227 (approx. length 130 metres). That public right of way being known as Melksham 103.

PART 2

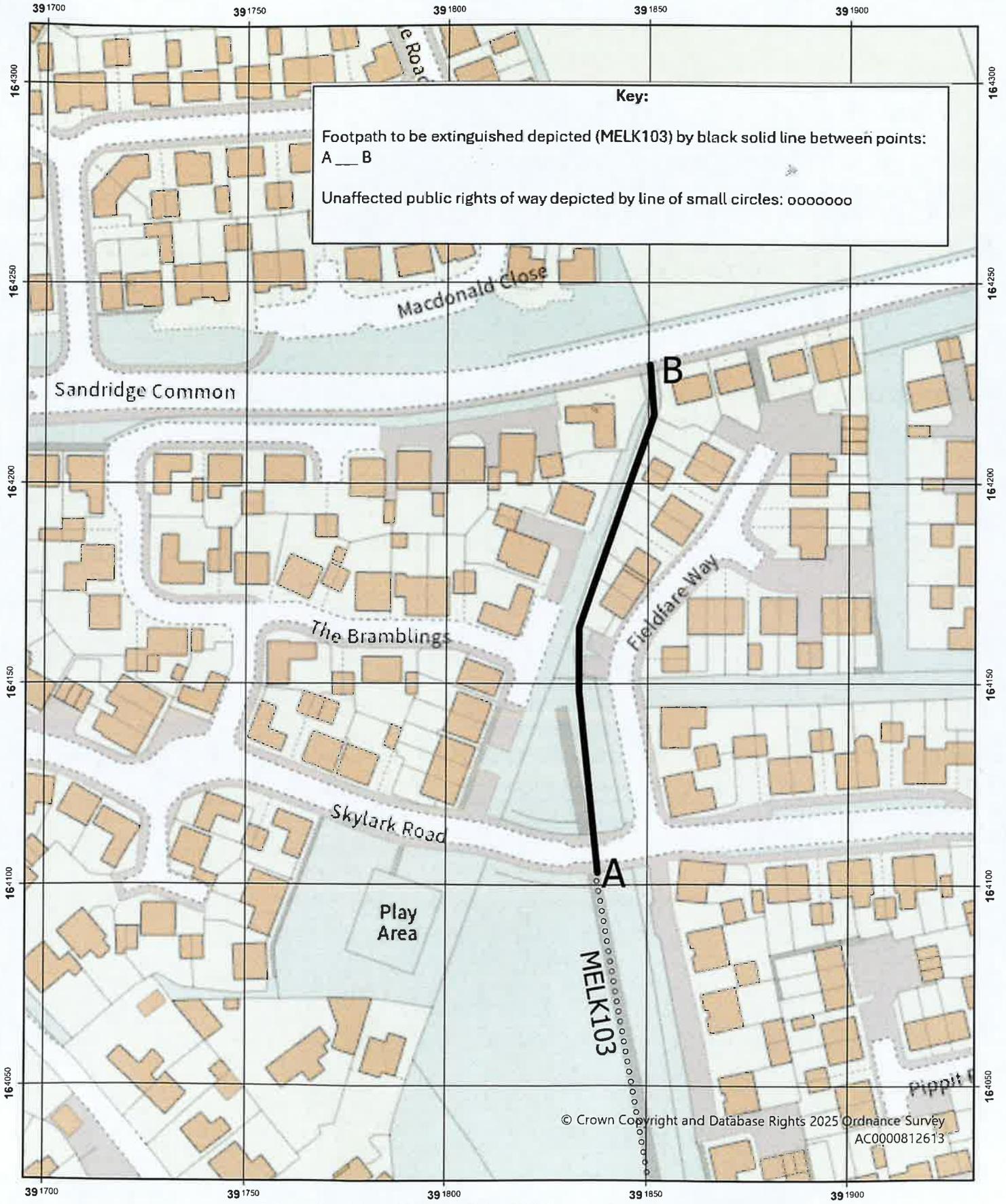
Modification of Definitive Statement

Variation of Particulars of Path or Way

Parish	No	Particulars of Path	Modified under
Melksham	103	<u>Footpath</u> . From Skylark Road leading south to path no.104, about 70 metres east of Snarlton Lane, U/C 6036. Approximate length 115 metres	53(3)(a)(i)

END

The Wiltshire Council Parish of Melksham Path no.103 Extinguishment and Definitive Map and Statement Modification Order 2026- Plan



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Highways Improvement Request Form

Contact Details

Name:	Graham Ellis	Date:	16/02/2026
Address:			
Telephone No:			
Email Address:			

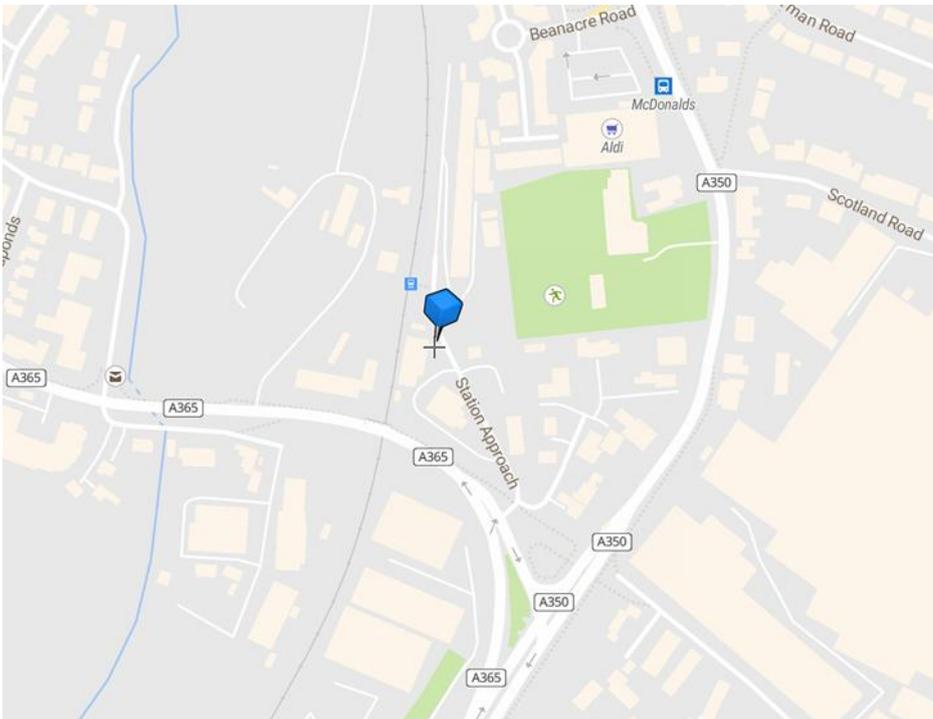
Issue Details

Location of Issue:	Station Approach, Melksham
Community Area:	Melksham
Parish or Town Council:	Melksham Town Council
Nature of Issue: (max 600 characters)	White lines and walker symbols defining walkway across roadway / vehicle area to station faded and providing insufficient alert to drivers not to park on walkway. See picture.
How long has it been an issue?	Growing issue over years – no specific start date
What would you like done to resolve this issue? (max 600 characters)	Repaint markings and add a different colour surface to the walkway to remind people it's where to walk and not to park. Here's an example from Llandudno Junction. This one needs tidying up too, but you can see how the vehicles have left it clear and it's obvious to pedestrians where to go.
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	No

This form needs to be completed and e-mailed or sent to your local Town or Parish Council. Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only. Max 600 characters)





Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	<p>Melksham LHFIG – Meeting-Notes for Thursday 5th February at 14:00 hrs (Via MS Teams)</p> <p>Chair - Cllr Andrew Griffin, Highways Officer - Martin Rose</p>			
1.	<p>Attendees and apologies</p>			
	Attendees:	Cllr Andrew Griffin Cllr Jennie Westbrook Cllr Jon Hubbard Pat Aves (Melksham TC) Malcolm Jones (Steeple Ashton PC) Alain Baines (MWPC) Adrain Wasnicki (GT Hinton PC) Dean Baker (WC) Martin Rose (WC)		
	Apologies:	Cllr Charlie Stokes		
	Absent:			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who																					
2.	Notes of last meeting																								
		<p>The notes and recommendations of the previous LHFIG meetings held on 28/10/25 were presented to the Melksham area board at its 12/11/25 meeting. The minutes can be seen here: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=166&MId=16122&Ver=4</p>		To note																					
3.	Financial Position																								
		<p>The Melksham LHFIG budget for 25/25 is £24,338.00. (£12,169.00 – Integrated block, £12,169.00 – CIL)</p> <p>The current balance for 25/26 is £13,639.68 (See extract from financial update below)</p> <p>Melksham LHFIG EXPENDITURE 2025 / 26</p> <p>FINANCIAL SUMMARY (as of 28/10/25)</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">LHFIG Budget 25/26</td> <td style="text-align: right;">£24,338.00</td> <td></td> </tr> <tr> <td style="text-align: right;">Carry F/wd from 24/25</td> <td style="text-align: right;">£59,460.04</td> <td></td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">£83,798.04</td> <td style="text-align: right;">A</td> </tr> <tr> <td style="text-align: right;">Projected spend 25/26</td> <td style="text-align: right;">£96,196.33</td> <td style="text-align: right;">B</td> </tr> <tr> <td style="text-align: right;">Balance</td> <td style="text-align: right;">-£12,398.29</td> <td style="text-align: right;">C (A-B)</td> </tr> <tr> <td style="text-align: right;">3rd Party Contributions (Details below)</td> <td style="text-align: right;">£26,037.97</td> <td style="text-align: right;">D</td> </tr> <tr> <td style="text-align: right;">Current Balance 25/26</td> <td style="text-align: right; border: 2px solid red;">£13,639.68</td> <td style="text-align: right;">E (C+D)</td> </tr> </table>	LHFIG Budget 25/26	£24,338.00		Carry F/wd from 24/25	£59,460.04			£83,798.04	A	Projected spend 25/26	£96,196.33	B	Balance	-£12,398.29	C (A-B)	3rd Party Contributions (Details below)	£26,037.97	D	Current Balance 25/26	£13,639.68	E (C+D)		To note
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Current Balance 25/26	£13,639.68	E (C+D)																							

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
4.	Live Priority schemes			
a)	<p>Issue 9-22-17 – Melksham Without (various roads) Request for Parking Control Measures</p> <p>To also include Issues 9-23-3 Beanacre, 9-23-5 Bowerhill and 9-23-7 Melksham & Semington Canal Bridge</p>	<ul style="list-style-type: none"> • Semington Canal Bridge • Lancaster Road Bowerhill • Avro Way Bowerhill • Merlin Way Bowerhill • Mitchell Drive Bowerhill <p>06/02/25 Formal advert delayed. Now expected Feb 25 Note: Urgent site at Westinghouse Way have been added to existing review sites on Bowerhill.</p> <p>29/05/25 Legal Advert 16th May to 9th June 2025. Budget of £4,000 carried over into 25/26. Timeframe for delivery dependent on level of objections. Likely Autumn 25.</p> <p>14/08/25 Advertisement period complete. Points of both objection and support received. Cabinet member report issue finalised and will be published in due course. Implementation early autumn.</p> <p>28/10/25 Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting.</p>	<p>05/02/26</p> <p>Regulatory process complete. Work programmed for spring 26</p>	MS
b)	<p>Issue 9-23-3 – Beanacre Westlands Lane – request to prohibit parking at the access to</p>	<p>07/11/24 Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec.</p>	<p>05/02/26</p> <p>Regulatory process complete. Work programmed for</p>	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	the new water pumping station.	<p>06/02/25 Formal advert delayed. Now expected Feb 25</p> <p>29/05/25 Refer to above notes for Issue 9-22-17</p> <p>14/08/25 - Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn.</p> <p>28/10/25 -Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Note change to advertised proposal for Westlands Lane due to objection(s). Report back to next meeting.</p>	spring 26	
c)	Issue 9-23-5 – Bowerhill various sites – request for Parking Review	<p>15/08/24 – See comments for Issue 9-22-17 above. Formal Advert Autumn 24. (late Sept / Early Oct)</p> <p>07/11/24 - Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. Now expected late Nov/ Early Dec.</p> <p>06/02/25 Formal advert delayed. Now expected Feb 25</p> <p>29/05/25 Refer to above notes for Issue 9-22-17</p> <p>14/08/25 - Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn.</p>	<p>05/02/26</p> <p>Regulatory process complete . Work programmed for spring 26</p>	MS

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>28/10/25 - Cabinet member report has been approved and will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting</p>		
d)	<p>Issue 9-23-7 – Melksham various roads – request for Parking Review</p>	<p>1. Union Street – could parking be permitted to create chicanes? 2. Cranesbill Road – issue at school times 3. Skylark – no details submitted.</p> <p>07/11/24 - Proposal currently with Regulatory Team for processing and formal advert. Delay due to high demand. No expected late Nov/ Early Dec</p> <p>06/02/25 Formal advert delayed. Now expected Feb 25</p> <p>29/05/25 Refer to above notes for Issue 9-22-17</p> <p>14/08/25 – Advertisement period complete. Points of both objection and support received. Cabinet member report issued and will be published in due course. Implementation likely early autumn.</p> <p>28/10/25 - Cabinet member report has been approved will be published in due course. Implementation date to be agreed. May be delayed due to weather. Report back to next meeting</p>	<p>05/02/26</p> <p>Regulatory process complete. Work programmed for spring 26</p>	MS
e)	No issue number	<p>29/05/25 - 2024/25 Work complete. Total Spend £1507.64. Remainder of budget (£1992.36) to be carried over into 25/26.</p> <p>Town / Parish councils to submit new sites to MJR for 25/26</p>	<p>05/02/26</p> <p>All sites now complete with the exception of Great Hinton '20' roundels. This is due to TM concerns.</p>	MR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Ad-hoc Road markings Melksham community Area	<p>14/08/25 Request for ad-hoc road marking sites for 25/26.</p> <p>Sites agreed to Date</p> <ol style="list-style-type: none"> 1. 7 Epping Drive - H Bar (9-24-22) 2. Yellow Transverse bars to SLOW markings, Shaw and Whitley. 3. Market Place Melksham (check) 4. Gt Hinton – Additional 20 roundels 5. Junction markings at Ashton Common, steeple Ashton 6. 30 mph roundels Steeple Ashton. <p>28/10/25 Awaiting implementation Current delays with road markings orders issued to M Group</p>	MJR to speak to M Group	
f)	Issue 9-23-8 Melksham Bank Street – request for railings and / or other measures to improve safety	<p>06/02/25 Response from Atkins on current status: Group agreed to wait until outcome of Atkins work is known.</p> <p>29/05/25 Latest update from Atkins re. A3102 Safer Roads project. <i>"We are now seeking to complete the remaining open sites along the A3102 before a final decision is taken on Bank Street. This allows us to review if any funds are available. The scheme is on pause until this has taken place".</i></p> <p>Cllr Hubbard requested that Atkins provide details of the design work undertaken to date, to establish if structural analysis of high pavement has taken place or a desktop study.</p> <p>14/08/25 - Request made to Atkins for preliminary drawings: Response as follows:</p>	<p>05/02/26</p> <p>Structures team have conformed they would not permit any physical items i.e. surface mounted barrier to be fixed to the concrete plinth on the path due the lack of structural integrity. Confirmed with 'push test' many years ago.</p> <p>Structures were concerned about the weight of any planters placed on the footway and would recommend against placing any item that increase the risk of tripping.</p> <p>Group agreed that this issue has been taken as far as it can and should not be pursued further. Cllr Hubbard asked for comms to go out to the local</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>"I'm afraid there are no available plans at this time for the Bank Streets proposal. A draft design was produced to indicatively inform pricing from our Contractor. Following this price, a decision was made to wait until all other Safer Roads Fund scheme have been delivered (including those Major sites) before progressing this site any further"</p> <p>The current indication from the project manager Ben Leverett is that it's unlikely there will be sufficient funds remaining from the A3102 Safer Roads Fund to progress the scheme at Bank Street.</p> <p>Group members decided to defer any further discussion on Bank Street until the views of Cllr Hubbard are established.</p> <p>28/10/25 - Cllr Hubbard would like a definitive answer on what measures for the high pavement would or would not be accepted by the council's structures team to avoid duplicating previous ideas. Suggestions were also made re. corduroy paving to warn users of the edge of the path, alongside refreshing of the solid white line currently in place.</p>	<p>residents to inform them of the reason and include a technical note. MJR to speak to comms</p>	
g)	<p>9-24-17 St Georges Primary School, Semington</p>	<p>https://www.google.co.uk/maps/ 06/02/25 Proposed anti vandal solar bollards spaced at 5.0m intervals along path and located within verge Note verge is not adopted highway, but strategic land owned by WC. Grass areas maintained by WC Street scene. Permission would be required.</p>	<p>05/02/26</p> <p>Work complete and SPC invoiced for contribution. SPC happy with work. Remove from next tracker</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>Approx 8 bollards required. Bollards £384 each. Estimate cost of £300 per install Overall cost including installation approx. at £5,000. Not possible to install bollards on area of path alongside school boundary due to restricted width and lack of direct light. (approx. 11m length). Semington PC are content with the proposal and have contacted 48 Highfield Close, who are also happy. Agreed – Allocate £5,000 with a 25% contribution from Semington PC (£1250).</p> <p>29/05/25 Original bollards out of stock. MJR seeking alternative vandal proof solar bollard with a view to trialling prior to purchasing. Implementation estimated late summer / early autumn.</p> <p>14/08/25 Design work complete and approved by Semington PC for comments. Contractors pack to be issued. Est delivery Oct/ Nov</p> <p>28/10/25 - Issues relating to procurement of solar bollards & studs raised by M Group (6 weeks post raising work order) Wiltshire Council has now raised an order directly with suppliers and will expedite installation with contactor once received. MJR to update Cllr Griffin and parish council once implementation date is known</p>		
h)	<p>9-24-27 A365 Bath Road Melksham (before Bowerhill lane junction)</p>	<p>29/05/25 <i>Agreed - Allocate £2000 for sign and road marking improvements on the A365 Bath Road on both approaches to Bowerhill lane junction. MWPC to contribute 25% of cost (TBC)</i></p>	<p>05/02/26</p> <p>Signs installed. SLOW /yellow bar markings to be completed Spring 26</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p>14/08/25- Design work complete, MWPC approval received. Order issued to contractor.</p> <p>28/10/25 Sign works complete. 'SLOW' markings x 2 remain outstanding.</p>		
i)	<p>9-24-24 Playing field, Shaw (aka Chicken Alley)</p>	<p>Issue raised by Melksham without PC.</p> <p>29/05/25 Agreed - Allocate £2500 for improvements at Shaw playing field including kissing gate, vegetation clearance and hardstanding. Agreement required with Alison Rasey Countryside access officer. MWPC to contribute 25% of cost (TBC).</p> <p>14/08/25 – MWPC clerk has spoken to CAO. who advised “<i>that kissing gates are not their preferred solution as they can be difficult to use from an accessibility perspective</i>”.</p> <p>The preference from the Countryside Access Officer is to leave the gap open (provided no livestock are present) or to install a self-closing gate. MWPC agreed, that as there are no livestock on the proposed route, they would prefer the gap is just left open (without a gate).</p> <p>MJR to visit site and prepare design for costing and MWPC approval. Design work to be undertaken.</p> <p>25/10/25 Site visit and design work outstanding. Likely Nov / Dec 25</p>	<p>05/02/26</p> <p>Site requirements clarified by MWPC. MJR to visit site and look at requirements.</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
j)	9-24-26 Lower Woodrow Road, Melksham	<p>Issue raised by Melksham Without PC. https://www.google.co.uk/maps/</p> <p>29/05/25 Speed limit assessment required. Atkins cost £3250.00 MJR to undertake initial look at site to check feasibility of 40mph limit. If yes, full assessment would be required.</p> <p>29/05/25 Site visit undertaken. DfT Circular 01/13 states the following for rural C class single carriageway roads important access and recreational function re. 40mph limits: <i>“a speed limit of 40mph may be considered for roads with a predominantly local, access or recreational function, for example, in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land – or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem”</i></p> <p>Whilst there isn't a collision history along the section of Woodrow Road in question (zero recorded collisions in last 36 months), it does form an important route for equestrians and cyclists (NCR 403). The recommendation of any assessment with regards a 40mph limit is unclear.</p> <p>AGREED – Allocate £3250.00 with a contribution of £1083.33 (1/3) from Melksham without PC for speed limit assessment on Lower Woodrow Road.</p>	<p>05/02/26</p> <p>Traffic survey data received and sent to Atkins. Speed limit assessment to be undertaken in Feb 26. Report likely March 26</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>28/10/25 - Extents of assessment agreed with MWPC. Order issued to Atkins. Traffic survey requested. Assessment will take place once traffic survey has been received, most likely December 25.</p> <p>Scoping meeting with consultants undertaken</p>		
k)	<p>9-24-14 Eastern Way, Melksham</p>	<p>https://www.google.co.uk/maps/ https://www.google.co.uk/maps/</p> <p>29/05/25. Issue currently on hold. Members to discuss potential substantive bid for 25/26.</p> <p>Group members agreed to look at this issue once the new shared use path at Hunters Wood is complete and crossing patterns are firmly established.</p> <p>14/08/25 – Pedestrian survey required to establish numbers required now work at Hunters Wood is complete. Survey must take place during school term time. AGREED – Allocate £1500 for a pedestrian survey on Eastern way. No third-party contribution required</p> <p>28/10/25</p> <p>Ped Survey took place on 17/09/25 (12 hours)</p> <p><u>Summary Info.</u></p> <p>Zone A</p>	<p>05/02/26</p> <p>Topographical survey has been received, and design work will commence when staff time permits.</p> <p>Cllr Hubbard and Cllr Griffin queried both the re-naming and reclassification of Eastern Way /A3102. MJR to investigate and report back to group. NOTE-MERR is currently unadopted.</p>	

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>West to East = 29 East to West = 35 Total = 64</p> <p>Zone B West to East = 135 East to West = 85 Total = 220</p> <p>Zone C (existing Refuge Island) West to East = 57 East to West = 59 Total = 116</p> <p>Agreed – Allocate £20,000 from the 25/26 LHFIG budget for the provision of a pedestrian refuge island and footway links either side on Eastern way. NOTE: 33% contribution (£6,600) from Melksham Town Council is to be confirmed.</p>		
l)	<p>9-23-13 Sandpits Lane, Steeple Ashton</p>	<p>Request for additional access to recreation ground at Sandpits Lane, Steeple Ashton at the end of existing footway by lay-by. https://www.google.co.uk/maps/</p> <p>06/02/25 Site visit undertaken 27/01/25. New access feasible but will require steps / ramp due to level difference of approx. 700mm between footway and recreation ground. Topo survey required if scheme is to progress to detailed design stage. Cost estimated at £6,000+</p> <p>Agreed - allocate £1800 for a topo survey to enable detailed</p>	<p>05/02/26</p> <p>Amended design details to be submitted to SAPC for comment.</p> <p>Option A - £17k Option B - £19k</p> <p>Issue to be discussed by SAPC members but liley placed on hold due to cost.</p>	

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>design work to take place. SAPC contribution of 25% (£450)</p> <p>29/05/25 Topo now complete. (cost £1600) SAPC invoiced for contribution. Awaiting staff time for design work, likely summer 25. Report back to next meeting with outline design and cost estimate. No commitment on scheme funding at this stage.</p> <p>14/08/25 - Outline design prepared. Cost estimate to be prepared. Design to be submitted to SAPC for comments in due course. Report back to next meeting.</p> <p>28/10/25- Design options for the access ramp to be presented to SAPC in due course for further discussion.</p>		
5.	Non LHFIFG Funded Schemes (Section 106, Active Travel etc)			
p)	Melksham Dunch Lane – funded by Section 106 monies from George Ward Gardens development	<p>Town Council to undertake consultation in the New Year (2023). Section 106 monies Expires 1/11/2026</p> <p>Ongoing discussion re. consultation for Dunch Lane to be held with Melksham Town council. Consultation on options for Dunch Lane anticipated during Spring 24.</p> <p>07/05/24 - Further discussion to be held with town council re. options and local consultation once resource permits</p> <p>15/08/24 – No further progress or discussion with MTC at this stage. Metro-count for Dunch Lane (east) to take place in September. Results to be discussed with MTC and LHFIFG</p>	<p>05/02/26</p> <p>Meeting to discuss way forward with Melksham TC / Cllr Alford to be arranged. Account balance AGR3639 - £58,689.79. Less £20,000 for Melksham Wayfinding signs)</p> <p>MJR to discuss with Cllr Alford to check if remaining money could be spend making surface improvements to Dunch Lane and still meet the requirements of the S106 agreement.</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>07/11/2 - Cllr Alford has undertaken initial consultation with a limited number of residents, but no strong consensus on a particular option at this stage. Cllr Alford to undertake further work and report back to future meeting before agreeing a way forward. Wider referendum on options likely.</p> <p>06/02/25 - Issue on hold pending further local feedback from Cllr Alford. Group agreed to wait until proposed 20mph limit is installed before agreeing further changes to Dunch Lane.</p> <p>Part of S106 monies to be used for Roundponds 20mph speed limit. MJR to arrange traffic survey.</p> <p>AGR3639 Shurnhold, Melksham is made up of three separate contributions.</p> <ul style="list-style-type: none"> - Footway Contribution = £24,591.84 - Highways Contribution = £44,265.31 - Pedestrian/ Cycle Signage Contribution = £14,755.10 <p>Please note the Footway contribution has been fully expended on the Shaw footway improvements in 23/24.</p> <p>29/05/25 Cllr Alford to undertake further discussion with local community re. Dunch Lane and feedback to group to agree a way forward.</p> <p>28/10/25 - Approx. £35,000 remains as a highway's contribution for Dunch Lane (Approx £10k used for Roundpond 20mph limit).</p>		

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>How the monies can be spent on Dunch Lane is prescriptive (see below). No current agreement on how these monies should be spent.</p> <p>Cllr Hubbard suggested a meeting be set up between WC and MTC, local members to discuss options and way forward for this issue.</p>		
q)	Active Travel Scheme - Signing to promote use of shared use cycle routes in town	<p>07/05/24 meeting - MJR to undertake initial design work summer / Autumn 24 and report back to Melksham Town council for comments. No further action at this stage.</p> <p>15/08/24 – Signing work to be undertaken and discussed with Melksham TC.</p> <p>07/11/24 - Design work has commenced but not complete. Aim to provide outline design/ locations to Melksham TC by mid Jan 25.</p> <p>06/02/24 Completion of design work pushed back to Spring 2025 due to other commitments. Update at next meeting. MJR to contact Graham Ellis from Melksham TC for assistance.</p> <p>29/05/25 Design work pushed back to summer 25 due to other commitments. MJR to contact Melksham Town council to agree a way forward.</p> <p>14/08/25 – Discussion ongoing with MTC as to how best to allocate the £15k funding for cycle/ pedestrian signs. Possible to allocate to wayfinding / finger post improvements in the town centre area. MTC to report back after town council meeting.</p>	<p>05/02/26</p> <p>Mark Stansby's team to take on this project. Design work to commence Feb 26</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>28/10/25 - Discussions have taken place with Melksham town council on how to best utilise the S106 monies.</p> <p>MTC have indicated their preference to establish a signed walking route from the town centre out towards East Melksham. <i>The proposed route being Market Place-Campus- Cemetery-Conigre Mead Nature Reserve-Town Bridge- KGV-Lowbourne-Primrose-on to Melksham East.</i></p> <p>Melksham without PC have indicated support for this request. No cost for the LHFIG. Update at next meeting.</p>		
6.	Ongoing Issues (with no current funding commitment)			
r)	<p>09-24-11 Semington Road (Melksham Without) by mobile home park.</p>	<p>https://www.google.com/maps/</p> <p>06/02/25 Topo survey provided by developer, although some inaccuracy evident.</p> <p>Design investigation required to look at feasibility of improved bus stop provision on east side (mobile home side).</p> <p>MJR to arrange for site meeting with MWPC and Dean Baker to look at and agree options for improvement. Report back to next meeting.</p> <p>29/05/25 Site meeting took place 28/03/25 to look at options for</p>	<p>05/02/26</p> <p>Discussions have taken place with Amanda Hall re. change to condition 14. of S106 agreement. Update at next meeting.</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>bus stop provision on east side of Semington Road close to mobile home park. Carriageway width an issue south of access to Townsend Farm.</p> <p>Possible option to consider modular raised platform style stop close to traffic calming island adjacent to #111. Further investigation required. BusPad</p> <p>14/08/25 - Outline plan prepared for bus pad and pole but requires further discussion with MWPC and affected resident at 111 Semington Road before progressing further. Cost estimate is £2000.</p> <p>28/10/25 - Plan issued to MWPC for discussion. Ongoing discussion with DC regarding changes to S106 funding. Alan Baines has indicated the PC are happy with the proposal. Awaiting the go ahead from Ian Fry (DC) to enable a change condition 14 of the S106 agreement</p>		
s)	<p>09-24-12 A365 Devizes Road / Hornchurch Road</p>	<p>https://www.google.com/maps/</p> <p>14/08/25 – Amended Report for overtaking survey issued to Cllr Holder and MWPC on 11/06/25. Copy available upon request. In total during the week 7th to the 13th of March a total of '79' overtaking manoeuvres were recorded through the ghost islands on the A365. Times varied throughout the day and night. Group members broadly support the idea of installing traffic islands (x2) to reduce the number of overtaking manoeuvres but accepted it would not stop all incidences from taking place. However, it was felt that any work on Bath Road could provide</p>	<p>05/02/26</p> <p>Cost to supply and Install 2no. bolt down traffic islands obtained from Rediweld - £15,490.03 2 days of 2-way temp signals required approx. cost £600. Total £16,090.03.</p> <p>Site meeting required with Cllr Holder and MWPC to agree island locations</p> <p>Agreed - Allocate £16,100 for this project with a 33% contribution from MWPC (Likely 26/27 scheme)</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>abortive given the likely S278 changes to the road following future development of the site to the east of the school. MJR to check latest status with planning and report back to the group.</p> <p>28/10/25 - Planning application next to the school has now become a live application for 205 dwellings. PL/2025/06749. There was general agreement by members that it would be useful to know the outcome of the planning application and its likely impact re. the issues raised. It was acknowledged the planning application is likely to take some time before work on the ground start. Options to be considered include the provision of 2no. traffic islands and bolt down (Rediweld) options could be considered. MJR to discuss with Cllr Holder. No financial allocation at this stage.</p>		
t)	<p>9-24-15 2a Barnwell Road Melksham</p>	<p>Difficulties accessing driveway due to parked vehicles on opposite side. Resident is registered disabled with young child. https://www.google.co.uk/maps/</p> <p>07/11/24 - Group felt this was local issue that was best solved by the community rather than implement formal parking controls opposite #2a Barnwell Road .</p> <p>It was felt this would set a precedence for other residents on the street to make similar requests, which could lead to wider parking problems. MJR to speak to owner to fully assess issue and ascertain if other options are possible.</p> <p>06/02/25.MJR visited property during Dec 24, but no answer. Another attempt to contact owner to be made.</p>	<p>05/02/26</p> <p>Issue remains in hold. See notes for 14/08/25</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>29/05/25. Contact made with owner and issue/ options discussed. Owner explained they are seeking to widen existing access, and it was agreed to look at the issue again once the work was complete. Pat Aves happy with this approach.</p> <p>14/08/25 - Issue currently on hold pending widening of access by resident.</p> <p>28/10/25 - Issue remains in hold. See notes for 14/08/25</p>		
u)	<p>9-24-21 High Street, Steeple Ashton</p>	<p><i>“The Parish Council has been contacted by a resident regarding a false camber which has been created by poor road surfacing outside of the Rose and Crown Cottage and number 11 High Street Steeple Ashton. There is a water build up in the High Street at its junction with Church Street at the war memorial end. The road dips back towards the house allowing water to pool and build up”</i></p> <p>https://www.google.co.uk/maps/</p> <p>06/02/25. Site visit undertaken 27/01/25 after period of heavy rainfall. Some areas of standing water evident due to verge over run. Road gullies (x 2) free running.</p> <p>Site meeting to be arranged between respective parties. MJR to speak to Cllr Nic Puntis as discussions have already taken place re. this site at the Operational Flood Working Group (OFWG)</p> <p>29/05/25.MJR to arrange site meeting with SAPC and local residents.</p>	<p>05/02/26</p> <p>Further discussion required with SAPC Re. topo survey. Flooding issues by Rose and Crown Cottage to be discussed with drainage team outside of the LHFIG.</p> <p>Remove from next tracker.</p>	To note

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>14/08/25 Meeting took place with SAPC and local resident to discuss on the 18/06/25. Awaiting response from WC drainage team re. highway drainage plans and known drainage issues.</p> <p>MJR to look at outline design options in advance of next meeting.</p> <p>28/10/25 - Drainage team aware of standing water issues during high intensity rainfall but indicate it is an old system with capacity issues leading to blockages at the outfall, this is difficult to resolve without costly drainage work in the village. SAPC acknowledged the issued but felt they were better at managing them with the help of the discretionary gully service.</p> <p>Design options to be looked for area adjacent to properties, however a topographical survey would be required. Estimated cost £2000. SAPC to discuss and report back to next meeting.</p>		
v)	<p>9-24-23 14 Fullers Close, Melksham</p>	<p>Issue raised by Melksham town council.</p> <p><i>Numerous cars park in the turning point and along Fullers close on multiple occasions making it impossible for residents further past the turning point to get their vehicles out. It has also caused blockages for delivery vehicles and emergency services – mainly ambulances on multiple occasions.</i></p> <p><i>Due to some households gaining new drivers and vehicles, this issue is getting worse. It is even leading to threatening and antisocial behaviour over parking disagreements</i></p>	<p>05/02/26</p> <p>Contact made with Selwood re. creating of additional parking provision. Response as follows:</p> <p><i>“Unfortunately we would not be able to carry out any work to the green areas to increase parking, this is due to the fact that only 6 of the 40 plus properties here are actually Selwood owned.</i></p>	

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>https://www.google.co.uk/maps/</p> <p>29/05/25 No waiting at any time possible but could lead to potential parking problems nearby. Single sites applications are expensive due to legal costs. Further investigation required. Adjacent land under the ownership of Selwood.</p> <p>14/08/25 - Cllr Andrew Griffin has visited site visit to look at issue. To be discussed by group. Suggestion made re. the provision of additional parking provision on verge areas however these are not maintainable highway and would require agreement and possible free dedication by Selwood. MJR to examine further and report back to group.</p> <p>Further investigation has highlighted that the creation of off-street parking areas is <u>not</u> permitted under the council's LTP funding, which is the premise for the integrated block, which in turn allocates funding for the LHFIFG.</p> <p>Additional parking areas could be funded by 3rd parties i.e. the town council, but the costs are likely to be prohibitive.</p> <p>MJR to make a tentative approach to Selwood to see if they would be willing to fund the provision of increased of street parking in the area by utilising some of the green space currently under their ownership.</p>	<p><i>If Wiltshire Council wanted to create parking and adopt the areas, then we would be open to any proposals. We would also be open to proposals from residents to consider selling land if this facilitates them creating driveway parking. We would not consider carving up the green to sell to private owners to create parking spaces but if they can utilise some of it to access their own property to park, we would consider it"</i></p> <p>Agreed – no further action. Remove from next tracker</p>	

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w)	<p>9-24-25 Semington Road, Melksham (Outside New In PH)</p>	<p>Request raised by Melksham without PC. <i>“Bus accessibility issue as the raised kerb stones at the bus stop are right next to the bus shelter which means that there is insufficient space for passengers to disembark safely. Instead, the bus pulls further forward, and passengers disembark onto a normal height pavement” Request for Re-alignment of the kerb stones to allow passengers to safely disembark.</i> https://www.google.co.uk/maps/ 29/05/25 MJR to look at feasibility and cost and report back to future meeting.</p> <p>14/08/25 - Site inspected. It would not be possible to reuse the existing Kassel kerbs. New Kassel kerbs and footway work would be required at exit taper of bus layby. Cost estimate £5,000+ The option of a bus boarder platform was discussed. Further discussion required with MWPC.</p> <p>28/10/25 - MWPC have agreed in principle to the bus border kerbing work but wishes to see detailed design and cost estimate before progressing further. Design work and cost estimate to be progressed when staff time permits</p>	<p>05/02/26</p> <p>Design and cost estimate to be issued to MWPC. Update at next meeting.</p>	
x)	<p>9-24-28 Brabazon Way, Bowerhill, Melksham (1st Request)</p> <p>9-24-35</p>	<p>Issue raised by Melksham Without PC. <i>“Request for Double yellow lines to be added to both sides of Brabazon Way from the junction with Locking Close, past the junction to St Athan Close, and around the bend in Brabazon Way”</i> https://www.google.co.uk/maps/</p>	<p>05/02/26</p> <p>Parking control review agreed by group. On hold pending further sites and officer resource. Likely Summer / Autumn 26</p>	

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	Item	Detail & Updates	Actions and recommendations	Who
	<p>Brabazon Way Melksham (2nd Request)</p>	<p>14/08/25 .Possible candidate for future Area wide parking review in Melksham, <u>however</u> such reviews are staff resource intensive and can take up to 2 years+ between investigation and on the ground delivery.</p> <p>Request for further waiting restrictions in addition to issue 9-24-28 (see above) Double yellow lines to be added to Brabazon Way past the junction with Locking Close. Double yellow lines to be added to Brabazon Way around the bend into Bader Park</p> <p>AGREED – Members agreed that Brabazon Way can be added to Melksham parking review Phase 2 once enough sites are identified .</p>  <p>Yellow lines indicate current request. Blue line shows previous request 9-24-28.</p>		

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	Item	Detail & Updates	Actions and recommendations	Who
z)	9-24-30 Halifax Road, Bowerhill	<p>Issue raised by Melksham Without PC <i>“Request for bollards to be installed on the edge of the verge on Halifax Road opposite the entrance to Bowerhill Primary School and Hurricane Road flats to prevent parking on the grass!</i> .https://www.google.co.uk/maps/</p> <p>29/05/25 MJR to look at site and report back to future meeting with estimated costings.</p> <p>29/05/25 Area unsuitable for introduction of bollards to prevent verge parking. Verge protection edge liner markers may be possible but unlikely to prevent a determined driver. Birdsmouth fencing better option but likely to be expensive. £3,000+. Length required 28-30m.</p> <p>Members expressed concern re. the cost of providing birds mouth fencing along the verge in question. MJR to look at site during end of school to look at parking issues and discuss with MWPC.</p> <p>28/10/25</p> <p>Comment from MWPC - <i>Councillor Harris shared that three white edge-markers had been installed outside the school and seemed to have stopped lorries parking on the verge. He suggested that more were needed further along the road (opposite the village hall) to prevent a pick-up truck and trailer parking on the grass verge.</i></p>	<p>05/02/26</p> <p>Meeting scheduled with MWPC on 11/02/26 to look at issue. Report back to next meeting.</p> 	

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		<p>It appears that vehicles parking close to the school entrance is forcing larger vehicles exiting the school to mount the verge. Parking issues at the end of the school day need to be investigated further. School Keep Clear markings (min length 25.5m)with further edge markers may be an option.</p>		
aa)	<p>9-24-33</p> <p>Various locations B3353 Whitley and Shaw</p>	<p>Issue raised by Melksham Without PC</p> <p><i>Request for Village gates & roundels to be added at the three locations (and roundels where not already present) to provide an additional visual cue that traffic is entering a village and should slow down - Start of Whitley and Shaw villages on Corsham Road (B3353), Bath Road (A365) and Shaw Hill (A365)</i></p> <p>https://www.google.co.uk/maps/BathRD https://www.google.co.uk/maps/FollyLane https://www.google.co.uk/maps/CorshaMJRd</p> <p>29/05/25 Cost varies depending on size / of gate, signing / road marking changes etc. Not all sites will be suitable due to restricted verge width.</p> <p>MJR to look at feasibility and report back to future meeting.</p> <p>29/05/25</p> <ol style="list-style-type: none"> 1. Corsham Road - Both sides ok for 1.0m wide gate /signs. Cost Est £3.5 - £4k 2. Folly Lane- Insufficient width available both sides 3. Bath Road - West side ok for 1.0m wide gate. East side possible but restricted width and likely to be quickly overgrown. 	<p>05/02/26</p> <p>Design and costing to be issued to MWPC for comment. Update at next meeting.</p>	

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		<p>28/10/25 - Awaiting technician time for design work. Due early Dec 25</p>		
bb)	<p>09 24-34 (previously 09-24-13)</p> <p>Kennet and Avon Canal (bridleway SEEN13)</p>	<p>Issued submitted by MWPC https://www.google.com/maps</p> <p>Start of bridleway to BRAG picnic area, adjacent to Bowerhill Allotments. Missing hardwood finger post 29/05/25. Previous confusion re. parish boundary. Cost Est approx. £1800.00. Installation £400+</p> <p>MJR to speak to Melksham men's shed re. manufacture.</p> <p>28/10/25 - Contact made with Melksham Men's Shed. Hardwood fingerpost could be made but they are unable to undertake the necessary engraving work. MJR has obtained quotes from commercial suppliers. See below.</p> <p>The Sign Maker = £1000.00 Iroko , £1,200 Oak Fitzpatrick Wollmer = £1,672.80 (Green Oak) Heritage Street Furniture = £1,290.00 (Oak)</p> <p>Allow £400 for installation M Group.</p> <p>Cllr Hubbard felt the cost was excessive and given current funding issues ' a gold plated' solution was difficult to justify. Other options could include a standard sign arrangement or a</p>	<p>05/02/26</p> <p>MWPC have sourced a replacement Oak finger post at a lower cost from Arien Signs Ltd (£496 inc VAT) Additional £300- to £400 installation cost.</p> <p>Total cost £896.00. To be discussed by group</p> <p>Note- Arien Signs Ltd would need to be added to WC approved supplier list which can take time.</p> <p>Agreed - Allocate £896.00 for the supply and installation of a new finger post with a 33% contribution from MWPC - £295.68)</p>	

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		plastic/ composite finger post. MJR to discuss costs with MWPC, agree a way forward and report back to group.		
cc)	9-24-37 Bowerhill Estate Melksham	Request for a holistic review of dropped kerb provision across Bowerhill Estate. 29/05/25 - MJR to discuss with MWPC. Longer term objective. 28/10/25 - MJR to organise walk through with representative from MWPC to agree dropped kerb sites	05/02/26 Meeting scheduled with MWPC on 11/02/26 to look at issue. Report back findings to next meeting. Possible substantive bid for 26/27.	MR
dd)	9-24-38 Tangmere Close to Beaufort Close	Issue submitted by MWPC. https://www.google.com/maps/ Dropped kerb(s) request. <i>'A resident in Tangmere Close has started using a mobility scooter (in the last 12 months). She reports that she has no safe route to the bus stop at Beaufort Close due to the lack and inconsistency of dropped kerbs. She resorts to using the roadway, which she notes is illegal, as well as being very unsafe'.</i> 29/05/25 - It was agreed that a single pair of dropped kerbs across the bell mouth of Bader Park (odd numbers) would suffice between Tangmere Close and bus stop on Halifax Road due to availability of dropped kerb access by #1 & 2 Bader Park. MJR to prepare design and costing.	05/02/26 MWPC have confirmed their contribution of 33%. Works programmed for March 26	MR

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		<p>Issue with low services in area of proposed dropped kerb. Alternate design to avoid utility service accepted by group. Estimated cost £2800</p> <p>Agreed – Allocate £2800.00 for dropped kerb crossing.</p> <p>NOTE: Contribution from MWPC £924.00 (33%) is to be confirmed.</p>		
ee)	<p>9/24/40 (duplicate 9/24/42)</p> <p>Kittyhawk Close Melksham</p>	<p>https://www.google.com/maps/place/Kittyhawk</p> <p><i>Kittyhawk Close for houses 9- 5 was designed initially as a no-through-road, intended for use by those dwellings directly accessed off the shared use paved road. There is no forward visibility at the corner of number 9 The road is used by children walking to the local school, by dog walkers and also for children to play out in.</i></p> <p><i>However, at some point towards adoption the Council decided to change the design to allow a through movement of vehicles this has resulted in a significant number of vehicles using this route, some are residents who cannot be bothered to turn within the dedicated turning head, others are delivery vans and visitors.</i></p> <p><i>Residents are very concerned that the combination of traffic, poor visibility and use by pedestrians is a safety risk.</i></p> <p>Request for Installation of droppable/removable bollards (for emergency access only) to the rear/side of number 8 and number 9. This will restrict vehicles using the close as a through</p>	<p>05/02/26</p> <p>Site inspection undertaken 27/01/26. Options discussed with members including one way system, Prohibition of motor vehicles (except for access) with bollards or simple warning signs. Group felt any scheme should be community led and local consultation carried out before further action is agreed.</p>	MJR

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	Item	Detail & Updates	Actions and recommendations	Who
		<p>road while residents will still be able to access their parking areas from the closed off part of the road.</p> <p>28/10/25- A traffic regulation order would be required to legally restrict access i.e. prohibition of motor vehicles . Lockable or removable bollards can be problematic. Full local consultation would also be important before agreeing a way forward. Further investigation required.</p>		
ff)	<p>9/24/41 Herons Court, Bowerhill estate.</p>	<p>https://www.google.com/maps/place/2+Herons+Ct</p> <p><i>“Residents have reported issues leaving their driveway on Herons Court due to vehicles parking opposite their driveway at drop-off and pick-up times for the school. The lack of access from the driveway is impacting their life as they have to schedule appointments and plan activities around times, they know they can leave or have to plan ahead and park elsewhere”.</i></p> <p>Request for access markings (H bars) across the existing dropped kerb accesses as a visual reminder parking over a dropped kerb is not permitted.</p> <p>28/10/25 - To be considered as a part of future Melksham LHFIFG AD-Hoc Lining work. It was noted that H bars are advisory and may not have the desired effect. Monitoring is required post implementation.</p>	<p>05/02/26</p> <p>Site to be included in 25/26 ad-hoc road markings programme.</p> <p>Agreed - Allocate £3000 for Melksham area Ad-hoc road markings in 26/27. No third-party contribution.</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
7.	New Requests received since last meeting			
gg)	<p>9-24-44 Blackmore Road, Melksham</p> <p>Submitted by Cllr Westbrook 28/10/2025</p>	<p>https://www.google.com/maps/place/Blackmore+Rd.</p> <p><i>“Cars parking close to junctions on Blackmore Road are creating serious visibility and safety issues. Parked vehicles obstruct sight lines, making it difficult for drivers to pull out safely. The problem is made worse by motorists using the road as a rat run between Queensway, Sandridge Road, and towards Bromham, often travelling at high speeds. Combined, speeding and poor visibility are creating a significant risk for residents, pedestrians, and other road users”</i></p> <p><i>“Request for No Waiting at any time and a full speed review and traffic survey are needed to assess vehicle flow and speeding, with consideration for a 20mph zone”</i></p>	<p>05/02/26</p> <p>Site to be added to Melksham review of parking controls 26/27. Likely Summer / Autumn 26. Berryfield Hampton Park to also be considered.</p> <p>Speed data to be obtained.</p>	
hh)	<p>9-24-45 Milton Avenue, Melksham</p> <p>Submitted by Cllr Westbrook 28/10/2025</p>	<p>https://www.google.com/maps/place/Milton+Ave.</p> <p><i>‘Cars parked along Milton Avenue are causing serious access and safety issues. Emergency vehicles have struggled to reach properties due to the narrow width left by on-street parking. The road includes a mix of Selwood Housing and private homes, but few have off-street parking. With limited space, vehicles now park on verges and corners, obstructing visibility and access. Ownership of the grassed areas is unclear, making enforcement and maintenance difficult’</i></p>	<p>05/02/26</p> <p>Grassed areas on Milton Avenue and surrounding roads are not maintainable highway; however Selwood tenants are a higher percentage of total properties. MJR to look at issue when staff resource permits.</p>	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<i>"A joint parking and highways review is needed on Milton Avenue to address safety and access issues"</i>		
ii)	<p>9-26-01</p> <p>Market Place (between King Street and Town Hall)</p> <p>Requested by Cllr Griffin 04/01/26</p>	<p>https://www.google.com/maps/place/Market+Pl,+Melksham</p> <p><i>"Parking on the southern section of Market Place between Town Hall and King Street is restricted to disabled badge holders immediately in front of Crown House, with a taxi rank opposite. In the past, there were signs at the entry from Kings Road but those were removed some time ago"</i></p> <p><i>Request for changes to traffic through Market Place, Melksham, so as to prohibit vehicles from turning left in front of Crown House onto the access road to Melksham House and Community Campus.</i></p> <p><i>7. Prohibit left-turn from the southern section of Market Place adjacent to Crown House onto the access road to Melksham House and the Community Campus, between Crown House and Town Hall.</i></p> <p><i>2. Appropriate "No Left Turn" signs should be erected, together with road surface markings at the corner to further dissuade drivers from ignoring instructions.</i></p> <p><i>8. Install appropriate signage at the entry to this area of Market Place from King Street and the roundabout, so that existing</i></p>	<p>05/02/26</p> <p>MJR to look at issue when staff resource permits.</p> <p>Discussion also took place about a wider 20mph limit to cover the town centre area. This will be discussed by the town council members and if agreed a new issue submitted.</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
		<p><i>access restrictions may be clearly seen and understood by drivers.</i></p> <p><i>4. Consider enhancing road markings to better identify the currently delineated pedestrian crossing between Crown House and Town Hall.</i></p> <p><i>9. Consider reducing the speed limit on the access road from the Market Place roundabout to the Community Campus to 20mph from its current limit of 30mph.</i></p> <p><i>10. Enhance parking enforcement at Market Place; there is informal evidence of significant misuse of the (only) Disabled parking bays by unauthorised vehicles.</i></p>		
jj)	<p>9-26-02</p> <p>Union street, Melksham</p> <p>Submitted by Cllr Westbrook 01/12/26</p>	<p>https://www.google.com/maps/place/Union+St,+Melksham</p> <p><i>“Parking provision on Union Street is extremely limited, and most residents currently rely on permits for the Lowbourne Car Park. This facility is expected to be removed once the planned flats are constructed, which will require residents to relocate to car parks further away. Union Street Car Park itself is very small and has a restricted number of available permits. This reduced provision presents safety concerns, particularly for shift workers who may be required to walk through the town centre during early morning or late-night hours due to lack of closer parking options”</i></p> <p><i>Request introduction of residents parking scheme.</i></p>	<p>05/02/26</p> <p>Residents’ questionnaire must be issued to assess level of resident support. Typical RPS cost can be £10k+ Points to note.</p> <ul style="list-style-type: none"> - There will be an annual charge for the permits - The number of permits available to households may be limited dependant on available kerb space and opportunity for off road parking - Having a permit does not guarantee a space outside your house or within the zone - Schemes can reduce the amount of parking available as additional controls (yellow lines) may be required to protect junctions, access or visibility - Enforcement of the area will be undertaken 	MJR

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
			<p>Cllr Hubbard expressed concern re. this issue amid concerns a RPS would not resolve residents' concerns.</p> <p>MTC to take the lead on the initial questionnaire to residents with support from WC.</p>	
kk)	<p>09-26-03</p> <p>Union Street, Melksham Submitted by Cllr Westbrook 01/12/26</p>	<p><i>“Union Street is increasingly being used as a rat run, resulting in frequent speeding and significant safety concerns for residents. The volume and behaviour of through-traffic create risks for pedestrians, particularly those accessing nearby homes, businesses, and community facilities. These issues highlight the need for measures to improve safety and reduce inappropriate vehicle use on this residential street”.</i></p> <p><i>“Conduct a review of the most recent speed data for the area and commission both a Metro Count traffic survey and a Speed Detection Radar (SDR) survey to provide an accurate assessment of current vehicle speeds. Update the road markings for existing parking bays, noting that this requirement may change subject to forthcoming parking regulation amendments”</i></p>	<p>05/02/26</p> <p>Speed survey requests can be made outside LHIFG process. MJR to identify site(s) and agree with Cllr Westbrook.</p>	MJR
ll)	<p>9-26-04</p> <p>Various sites Shaw and Whitley. Submitted by MWPC 20/01/26</p>	<p><u>Request for the following works:</u></p> <ol style="list-style-type: none"> 1. Top Lane - ADD 3 lines/bars above/below the existing SLOW 2. Corsham Road - ADD 3 lines/bars above/below the existing SLOW 3. Shaw Hill - ADD 3 lines/bars above/below the existing SLOW 4. Shaw Hill - paint NEW SLOW on the rise up to Beltane Place 5. Shaw Hill – install NEW pedestrian crossing signs near the Bus Shelter. 	<p>05/02/26</p> <p>Items 2 and 3 included in 24/25 Melksham adhoc markings and are complete.</p> <p>Items 1, & 4 to be added to Melksham Ad-hoc road markings for 2026/27. Refer to issue 9/24/41</p>	

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
mm)	<p>9-26-05</p> <p>Junction of Trenchard Way with Halifax Road, Bowerhill.</p> <p>Submitted by MWPC 21/01/26</p>	<p>https://www.google.com/maps/place/Trenchard+Wy,+Bowerhill</p> <p><i>“The resident who lives on the north corner of the junction of Trenchard Way and Halifax Road has been given a mobility scooter by her family to help her maintain her independence. Her family report that she has not been able to make use of it, particularly to go to the village hall or shops in Bowerhill, due to the kerbs on Trenchard Way”</i></p> <p><i>Request for dropped kerbs across the entrance of Trenchard Way from Halifax Road</i></p>	<p>05/02/26</p> <p>To be examined as part of wider review of dropped kerbs on Bowerhill estate. Refer to issue 9-24-37</p>	
nn)	<p>9-26-06</p> <p>Gibson Close, Bowerhill Estate.</p> <p>Submitted by MWPC 21/01/26</p>	<p>https://www.google.com/maps/place/Gibson+Cl,+Bowerhill</p> <p><i>“A Resident reported ongoing issues with school related parking on Gibson Close, Bowerhill particularly at school pick up times. He reports that cars (dropping off or picking up children from Bowerhill Primary School) park wherever they can, including blocking entrances and on the grass verges. He is concerned that his wife is ill, and emergency vehicles would not be able to access the road if needed due to inconsiderate parking.</i></p> <p><i>It was noted that afternoon pick up time was worse than morning drop off as parents often arrive and park up early (from 2pm)”</i></p> <p><i>Request Implementation of a solution to improve parking in the vicinity of Bowerhill Primary School.</i></p>	<p>05/02/26</p> <p>Issue to be looked at as part of site visit with MWPC on the 11/02/26. Report back to next meeting.</p>	
Other Items				

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
a)	Pavement and Footway Improvement Schemes (Local Highways)	Nothing to report.		
b)	Deadline for submitting LHFIG Requests	All requests are to be submitted two weeks prior to a meeting taking place. Requests received after the deadline will be deferred until the following meeting. The deadline for requests in advance of next meeting is 23rd April 2026		To note
c)	For information Email address to submit requests to the LHFIG.	Wiltshire Council has a specific email address for submitting requests. Effective immediately, please submit requests to LHFIGrequests@wiltshire.gov.uk . Requests for Traffic Surveys should continue to be sent to trafficsurveys@wiltshire.gov.uk		To note
7.	Any other business			
8.	<u>Next meeting date:</u> Thursday 7th May 2026 – 2pm via teams			

Melksham Local Highways & Footway Improvement Group

	Item	Detail & Updates	Actions and recommendations	Who
	Meetings to commence at	1400 hrs and will be held on-line via Microsoft Teams until further notice.		

Melksham Local Highways & Footway Improvement Group

Highways Traffic Officer – Martin Rose, Area Highway Engineer – Dean Baker

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the LHFIG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Melksham Area Board.

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Melksham Area Board will have a remaining Highways funding balance of **Minus £1,043.32**

Refer to APPENDIX 1 UPDATE

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety and accessibility for all users of the highway.

Melksham Local Highways & Footway Improvement Group

6. Safeguarding implications

6.1 There are no specific Safeguarding implications related to this report.

7. Recommendations to Melksham Area Board

7.1 To add the following Issues to the Priority Schemes List with funding (where indicated)

- **A365 Devizes Road / Hornchurch Road - Bolt down traffic islands x 2** – Allocate **£16,100.00** with a 33% (£5,313.00) contribution from MWPC.
- **Melksham LHFIG Adhoc road markings 2026-27** – Allocate **£3,000.00**. No third-party contribution
- **Kennet and Avon Canal (bridleway SEEN13) Finger post** – Allocate **£896.00** with a 33% (£295.68) contribution from MWPC.

FINANCIAL SUMMARY (as of 28/10/25)

LHFIG Budget 25/26	£24,338.00	
Carry F/wd from 24/25	£59,460.04	
	£83,798.04	A
Projected spend 25/26	£116,192.33	B
Balance	-£32,394.29	C (A-B)
3rd Party Contributions (Details below)	£31,350.97	D
Current Balance 25/26	-£1,043.32	E (C+D)

2025/26 SCHEMES (Carry over schemes from 24/25 shown in RED)	ORIGINAL COST ESTIMATE	AGREED LHFIG COMMITMENT	EXPENDITURE TO DATE 25/26	PROJECTED SPEND 25/26 (Final Settlement figures in RED)	3rd PARTY CONTRIBUTIONS	Town / Parish Council	Comments
Melksham Sandridge Rd / Maple Cl Footway (works)	£20,000.00	£37,000.00	£25,155.70	£35,979.11	£10,000.00	Melksham Town Council	Works costs estimate £37,000. Invoice issued to MTC
Melksham LHFIG Adhoc road markings 2024-25	£3,500.00	£3,500.00	£0.00	£1,672.33	£0.00	N/A	Remainder of 24/25 budget (£1992.36) to be carried over into 25/26
Waiting restrictions Melksham Town, Melksham without & Semington - Legal + Implementation costs	£4,000.00	£4,000.00	£0.00	£4,000.00	£1,000.00	Melksham Without PC / Melksham TC / Semington PC	Advert 16th May to 9th June
High Street Keevil Kerbing works	£10,010.00	£10,010.00	£9,856.32	£9,856.32	£2,464.08	Keevil PC	PC invoiced for contribution
Great Hinton 20mph speed limit implementation	£3,500.00	£3,500.00	£4,090.30	£4,090.30	£1,022.58	Gt Hinton PC	
Roundponds 20mph speed limit implementation	£5,000.00	£0.00	£0.00	£0.00	£0.00	N/A	Advert 14th March to 7th April. Funded via S106
B3107 Melksham Rd / Williams Mead - Signs / Road markings	£1,200.00	£1,200.00	£2,038.53	£2,129.68	£300.00	Broughton Gifford PC	Increase from £1200
Highfield Road to Pound Lane Semington - Solar bollards	£5,000.00	£5,000.00	£0.00	£3,476.94	£869.24	Semington PC	INVOICE PC
Local signing for Giffords Surgery Melksham	£600.00	£600.00	£570.62	£579.49	£289.75	Giffords Surgery	Invoice issued
Sandpits Lane Steeple Ashton - Alternate access to recreation field - Topo Survey - Additional cross sections	£450.00	£450.00		£450.00	£0.00		
A365 Bath Road / Bowerhill Lane - Signs / Lines	£2,000.00	£2,000.00	£1,720.35	£2,000.00	£660.00	Melksham Without PC	
Playing field, Shaw (aka Chicken Alley) Kissing gate/ footway/vegetation clearance.	£2,500.00	£2,500.00	£0.00	£2,500.00	£825.00	Melksham without PC	
Eastern Way Melksham - Pedestrian Survey (in the vicinity of MELK106)	£1,500.00	£1,500.00	£1,350.00	£1,350.00	£0.00	N/A	
Lower Woodrow Road, Melksham - Speed Limit Assessment	£3,250.00	£3,250.00	£0.00	£3,250.00	£1,083.33	Melksham without PC	
Melksham LHFIG Adhoc road markings 2025-26	£1,827.67	£1,827.67	£0.00	£2,062.16	£0.00		
Eastern Way Melksham - Pedestrian refuge	£20,000.00	£20,000.00	£0.00	£20,000.00	£6,600.00	Melksham Town Council*	
Bader Park Melksham - Dropped Kerb crossing	£2,800.00	£2,800.00	£0.00	£2,800.00	£924.00	Melksham without PC	
A365 Devizes Road / Hornchuch Road - Bolt down traffic islands x 2	£16,100.00	£16,100.00	£0.00	£16,100.00	£5,313.00	Melksham without PC	2026/27 scheme
Melksham LHFIG Adhoc road markings 2026-27	£3,000.00	£3,000.00	£0.00	£3,000.00	£0.00	Melksham without PC	2026/27 scheme
Kennet and Avon Canal (bridleway SEEN13) Finger post	£896.00	£896.00	£0.00	£896.00	£295.68	Melksham without PC	2026/27 scheme
	£107,133.67	£119,133.67	£44,781.82	£116,192.33	£31,350.97		

WILTSHIRE POLICE



Road Safety update – Melksham Area Board



18 March 2026

Keeping Wiltshire Safe

www.wiltshire.police.uk | [Facebook/wiltshirepolice](https://www.facebook.com/wiltshirepolice) | [Twitter @wiltshirepolice](https://twitter.com/wiltshirepolice) | [LinkedIn/company/wiltshirepolice](https://www.linkedin.com/company/wiltshirepolice)

• #FATAL5 education



Speed limits are set for a reason and exceeding them is illegal. The minimum penalty for speeding is a fixed penalty fine of £100 and three points added to your licence.

Receiving 12 or more points within three years may disqualify you from driving.

If you're a newly qualified driver and receive six points during the first two years after passing your test, your licence will automatically be cancelled (revoked). To get it back you'll need to apply and pay for a new provisional licence and pass both theory and practical tests again.

If you're caught by a speed camera

Within 14 days of your vehicle being caught speeding the registered keeper will be sent a;

- Notice of Intended Prosecution
- Section 172 notice

They, or in the case of a company vehicle, the company secretary, must return the notice within 28 days telling the police who was driving the vehicle. If you receive a Section 172 notice and do not respond, the matter could be referred to the Magistrates' Court for a more serious offence which carries a mandatory six penalty points and maximum fine of £1,000.

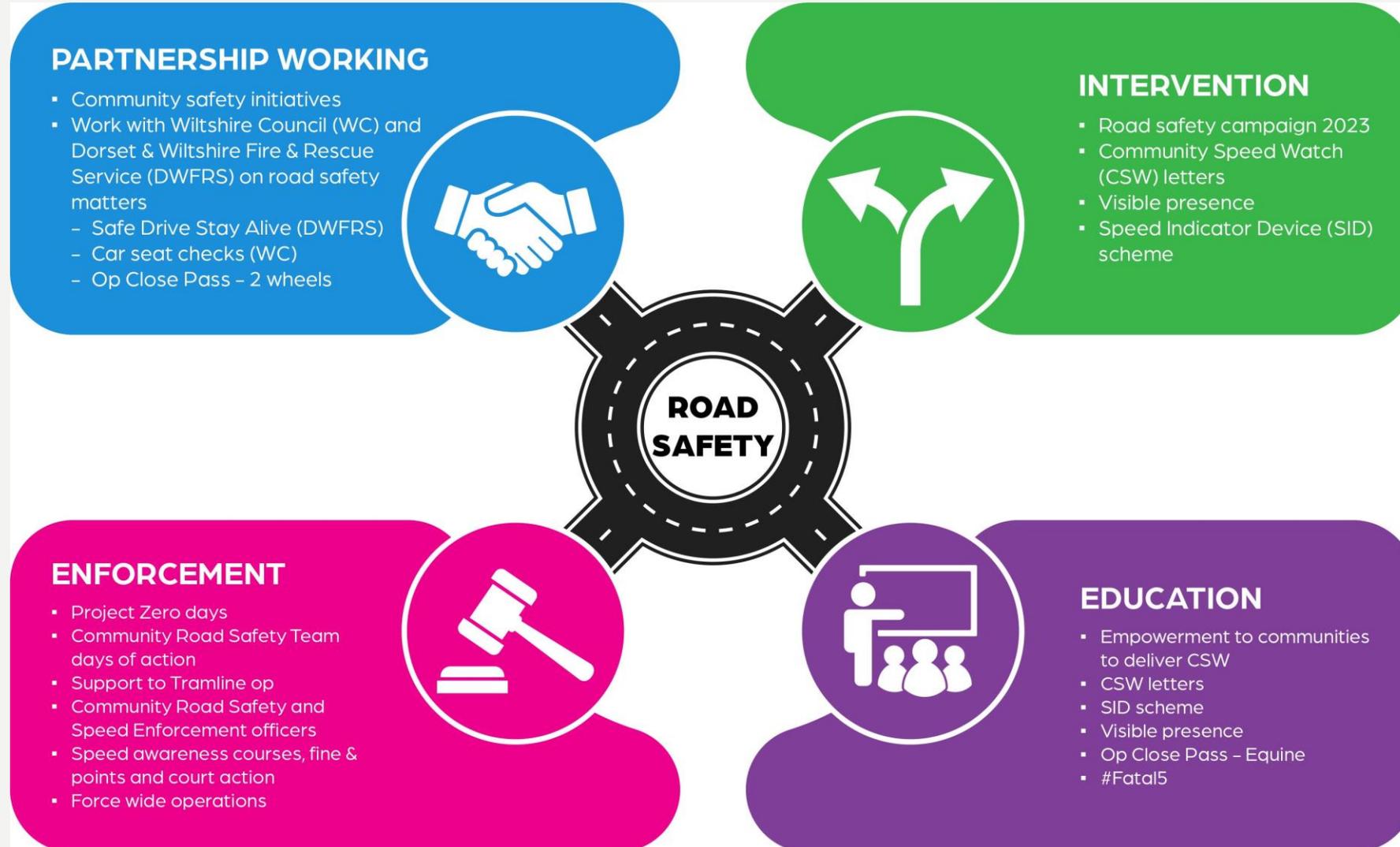
As the driver, depending on the speed and your eligibility, once you've responded to the notice you'll be sent:

- an option for a speed awareness course
- a fixed penalty notice
- or a letter telling you to go to court



It's a limit **NOT** a target!

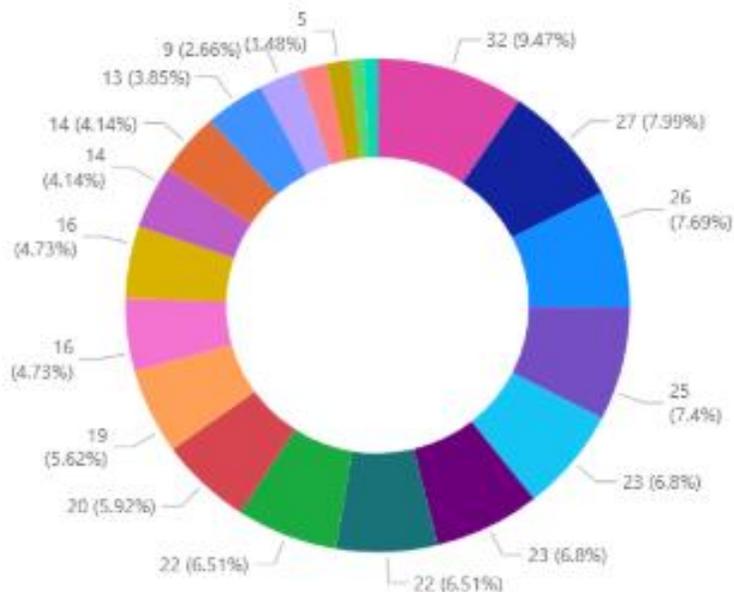
• Community Road Safety Team; what we do



• Traffic surveys – Melksham 1 January 2024 – December 2025

Wiltshire Council

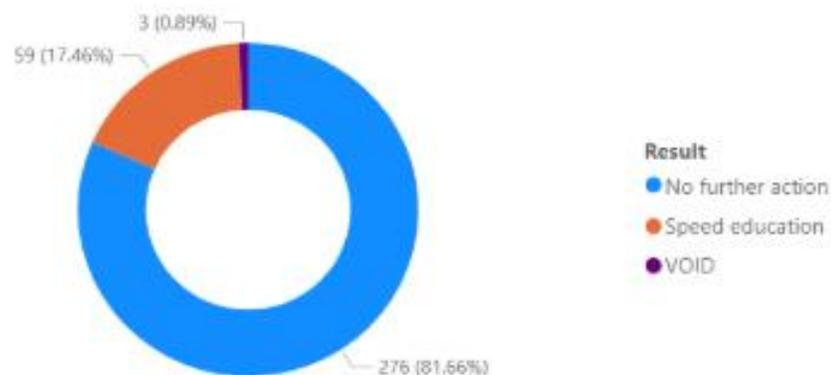
No. of requests by Area Board



Area Board

- Devizes
- Warminster
- Southern Wiltshire
- Salisbury
- Corsham
- South West Wiltshire
- Chippenham
- Westbury
- Pewsey
- Stonehenge
- Bradford on Avon
- Swindon
- Melksham
- RWB
- Malmesbury
- Tidworth
- Calne
- Marlborough

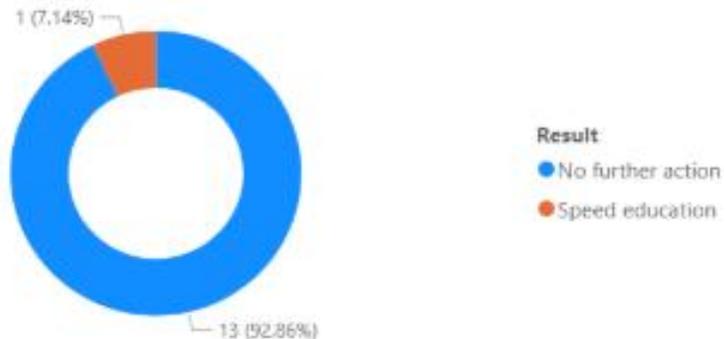
All results for Wiltshire & Swindon



Result

- No further action
- Speed education
- VOID

Results for your Area Board



Result

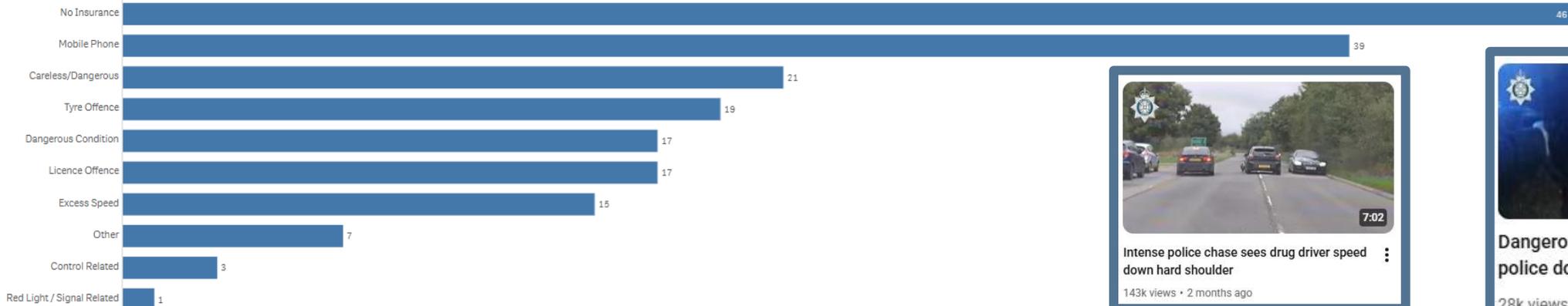
- No further action
- Speed education

• Wider work recently

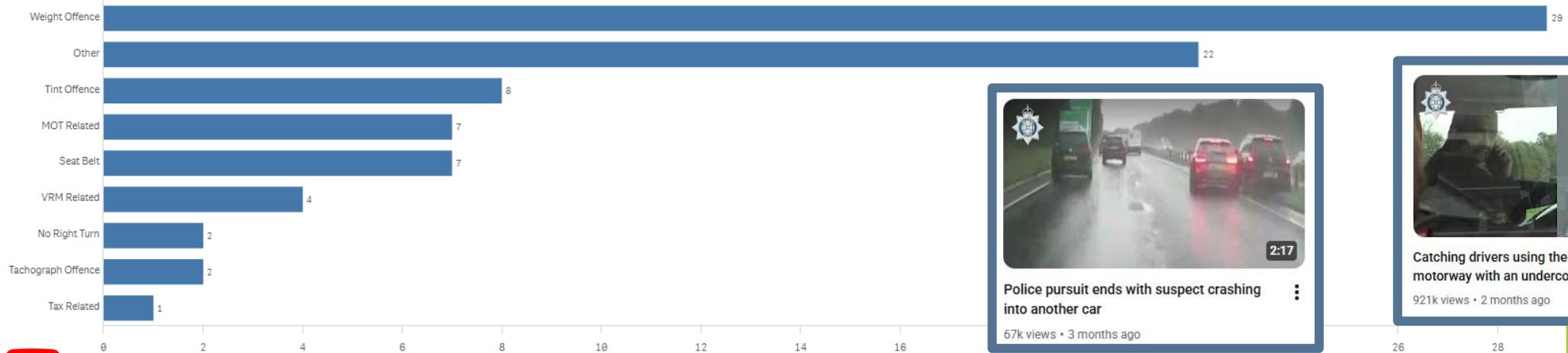
Our Roads Policing Unit (RPU) in the last quarter, covering **October** to end of **December** issued over **566 tickets** to motorists, for numerous road related offences.

The most common offences they are enforcing are:

Activity - Endorsable offences



Activity - Non-Endorsable Offences



Drug driver loses control during high speed police...

74k views • 13 days ago

Drunk driver stops in live motorway lane and attempt...

77k views • 2 weeks ago

Intense police chase sees drug driver speed down hard shoulder

143k views • 2 months ago

Dangerous driver meets police dog after crashing in...

28k views • 4 weeks ago

Police pursuit ends with suspect crashing into another car

67k views • 3 months ago

Catching drivers using their phones on the motorway with an undercover truck

921k views • 2 months ago



Community Speed Enforcement Officers

CSEO's



• CSEO – Dashboard

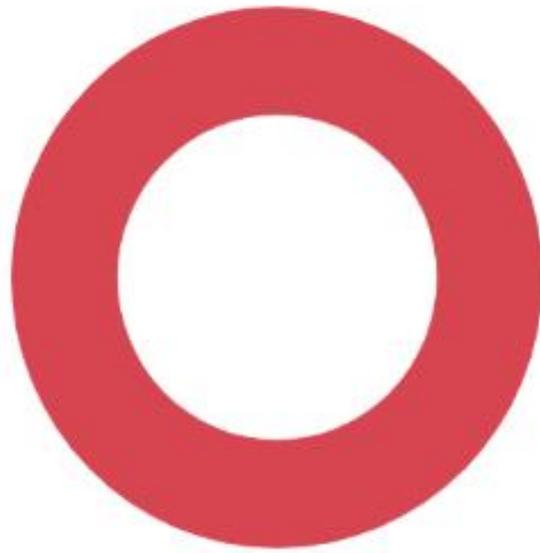


Speed Enforcement Total for 2025



Visits by Area Board

No. offered a speed awareness course, issues with a fine and points, or referred to court



Area Board
● Meiksham



● Offered a speed awareness...
● Issued fine & points
● No, referred to Court

All subject to previous history and convictions

• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit: [Road Safety \(wiltshire-pcc.gov.uk\)](https://www.wiltshire-pcc.gov.uk)
<https://www.wiltshire-pcc.gov.uk/police-and-crime-plan/road-safety/>



[Melksham Town | Your Area | Wiltshire Police | Wiltshire Police](https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-town)

<https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-town>

[Melksham Rural South | Your Area | Wiltshire Police | Wiltshire Police](https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-rural-south)

<https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-rural-south>



[Melksham Police | Facebook](https://www.facebook.com/MelkshamPolice)

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[Wiltshire Police – YouTube](https://www.youtube.com/user/WiltsPolice) - <https://www.youtube.com/user/WiltsPolice>



Appeal Decision

Site visit made on 20 January 2026

by **S Sharp BSc (Hons) BA(Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 13 February 2026

Appeal Ref: 6001122

1 Philip Close, Melksham, Wiltshire SN12 7AP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a failure to give notice within the prescribed period of a decision on an application for planning permission.
 - The appeal is made by Mr & Mrs Carl Whiting against Wiltshire Council.
 - The application reference is PL/2025/05097.
 - The development is proposed 1 bedroom dwelling adjacent No. 1 Philip Close and detached garage to No.1 Philip Close.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The appeal relates to a planning application that was not determined by the Council within the prescribed period. I note that the Council would have refused planning permission should it have made a decision on the proposal. I have had regard to the parties' submissions in establishing the main issues which I set out below.

Main Issues

3. The main issues are: -
 - the effects of the proposed development on the character and appearance of the area.
 - whether acceptable living conditions would be provided for future occupiers of the proposed dwelling with regards to internal living accommodation.

Reasons

Character and appearance

4. The appeal site is part of the side and rear garden of No 1 Philip Close, a semi-detached brick faced dwelling within an established residential area. It has a frontage onto Philip Close but also adjoins Littlejohn Avenue. The prevailing built forms are 2-storey semi-detached and terraced dwellings. Wide green verges, parking areas and low front garden walls and hedges provide a spacious and open character to the area. The Pig and Whistle public house lies to the southeast and its car parking area, adjoining Littlejohn Avenue, reinforces the open character. The views afforded from Woodrow Road down Littlejohn Avenue towards Philip

Close exemplifies this spaciousness and the undeveloped appeal site contributes to this character.

5. The proposed dwelling would result in a pair of semi-detached dwellings becoming a terrace. Given the mix of terraces and semi-detached forms in the area, this would not be out of character and nor would the proposed design and use of materials. However, the proposed siting in the space between the existing dwelling and Littlejohn Avenue would appear cramped and incongruous, harmfully out of character with the space that prevails at the end of rows and along streets in the area. The level of harm is significant and could not be mitigated by the imposition of conditions as it is this proposed siting of the building that is at issue.
6. As a result, the appeal proposal would cause significant harm to the character and appearance of the area conflicting with policy CP57 of the Wiltshire Core Strategy 2015 (WCS). This policy, amongst other things, requires all new developments to respond positively to the existing townscape in terms of building layout and plot size. The significant harm to the character and appearance of the area also results in the proposal conflicting with policy 6 of the Joint Melksham Neighbourhood Plan (JMNP) 2021, this policy requiring housing developments within settlements to have regard to the character of, and integration with, the surrounding area.

Living conditions

7. The annotations provided on the submitted proposed floorplans show a total of 50m² internal space (29m² on the ground floor and 21m² on the first floor). This proposed floorspace would be cramped for 2 persons. It would fall below the amount of space that is acceptable for the number of bed spaces proposed. This would be significantly harmful to the living conditions of future occupiers. The appellants have stated in their evidence that the proposal would be for single person occupancy. However, the plans before me include a First Floor Layout that shows a double bedroom, and it would be unenforceable and unreasonable to impose a condition that restricts occupancy to a single person.
8. The significant harm would result in conflict with policy CP57 of the WCS. Criterion vii of the policy requires developments to, amongst other things, ensure that appropriate levels of amenity are achievable within the development itself. I have had regard to the Wiltshire Design Guide 2024 (WDG) which cites the National Space Standards (NSS). I note that the proposal would fall 8m² below the space required by the NSS for a one bed, 2 persons 2-storey dwelling and this has informed my findings of harm and conflict with policy CP57 of the WCS.

Other matters

9. There is common ground between the parties on matters of the proposed use of previously developed land and the accessibility of the appeal site to services and employment, the proposal being within the defined settlement boundary in the WCS. I have no evidence before me to disagree with these findings. As such the proposal accords with the provisions of policies CP1, CP2 and CP15 of the WCS which set out the Council's spatial strategy.
10. There is also common ground between the main parties on the acceptability of the proposal in terms of highway safety and parking provision. Again, I have no evidence before me to indicate a different finding on these matters. There is accordance with criterion xiv of policy CP57 of the WCS that requires proposals to

accord with the highway safety requirements of policy CP61. There is also accordance with policy CP64 of the WCS in relation to parking provision. I also acknowledge that there would be a neutral effect of the proposal on the living conditions of future occupiers of neighbouring dwellings (including No 1 Philip Close) and that the appellants cite the intended enhanced environmental performance of the proposal and proposed provision of an electric vehicle (EV) charging point on site. The effect of the proposal on foul and surface water drainage, as raised as a concern by interested parties, could have been addressed by way of a condition had I been allowing the appeal. In this regard, I have no evidence before me to indicate that this would have been a matter of an extent that would singularly have justified the dismissal of the appeal. Had I been allowing the appeal the standard condition securing Biodiversity Net Gain (BNG) would have also applied.

11. The appellants cite a precedent at No 28 Littlejohn Avenue, opposite the appeal site, but there are material differences in the impact of that development and the proposal. The former has resulted in a semi-detached pair of dwellings becoming a terrace of 3. However, the sense of space prevails, with parking and a side garden remaining between the additional dwelling and the road. Its impact is also reduced by the curvature of Littlejohn Avenue to the north which avoids the prominence and incongruity that would, in contrast, result from the proposal. I have therefore considered the appeal before me on its individual planning merits and, whilst I have had regard to it, the development at No 28 Littlejohn Avenue has not had a bearing on my decision.
12. The proposed private garden space would be to the rear of the proposed dwelling. It is annotated on the Proposed Block Plan as an area that would cover 46m². The positioning of the garden relative to buildings and its depth would avoid significant shading impacts. The area would also be greater than the footprint of the proposed dwelling according with the guidance detailed on page 75 of the WDG. In this regard, I note that the 50m² annotated on the Proposed Block Plan is the cumulative area of both floors of the proposed dwelling and not the footprint. The footprint of the proposed dwelling would be less than the proposed rear garden space and there would be no harm to the living conditions of future occupiers of the proposal in terms of access to acceptable external space.
13. Finally, I acknowledge the appellants' concern over the Council's handling of the application. However, this is not a matter that I can consider under a Section 78 planning appeal and does not alter my findings, in which I have had regard solely to the planning merits of the proposal.

Planning Balance

14. The proposal would provide a small, one-bedroom house in a location accessible by foot to services in Melksham. The small size proposed would appeal to certain households and it would contribute to the overall supply and mix of homes. It would also contribute to employment during the construction phase and spend in the economy upon occupation. As such, I have already found accordance with policies CP1, CP2 and CP15 of the WCS. The accordance with policies CP61 and CP64 in relation to matters of highway safety and parking provision has a neutral effect in the overall balance as does the lack of conflict with policy CP57 insofar as it relates to the effect on the living conditions of future occupiers of neighbouring properties, and access of future occupiers of the proposal to external space.

However, I have afforded significant weight to the harm to the character and appearance of the area that would result from the proposal and the harm to the living conditions of future occupiers of the proposed dwelling in terms of the unacceptably small internal accommodation proposed. It is this harm and the resultant conflict with policy CP57 of the WCS which leads me to find conflict with the development plan as a whole.

15. There is common ground between the parties that the Council cannot demonstrate a 5-year supply of deliverable housing sites. There is also common ground that, the policies which are most important for determining the application are out-of-date for the purpose of paragraph 11 d) of the National Planning Policy Framework 2024 (the Framework). These are the policies I have already identified in this decision. I have no evidence before me to disagree with the parties. I also have no evidence before me that the application of policies within the Framework that protect areas or assets of particular importance¹ provide a strong reason for refusing the development proposed. As such it is the presumption at paragraph 11d) that is applicable.
16. One dwelling would contribute to the Council's housing supply. The weight to this benefit is increased because of the use of a site within the existing settlement, and because of the extent of the Council's shortfall in supply.² There are also the benefits I have identified in relation to construction employment and post-occupancy spend in the local economy. However, the benefits overall are minor in scale given that only one dwelling is proposed. The adverse impacts derived from the harm to the character and appearance of the area and to the living conditions of future occupiers of the proposed dwelling would significantly and demonstrably outweigh these benefits.
17. Given this significant and demonstrable harm, there are no material considerations including the provisions of the Framework that indicate that a decision should be made otherwise than in accordance with the development plan. The conflict with the provisions of policy CP57 of the WCS that would result from the harm to the character and appearance of the area and to the living conditions of future occupiers of the proposed dwelling is determinative.

Conclusion

18. For the above reasons, and having had regard to all other matters raised, I conclude that the appeal should be dismissed.

S Sharp

INSPECTOR

¹ Footnote 7 of the Framework.

² 2.42 years supply.

Section 14 of the Road Traffic Regulation Act 1984

Urgent Closure of: A350 (Part), Melksham Without

WILTSHIRE COUNCIL HEREBY GIVE NOTICE that on 5th March 2026, the following length of road shall be closed to all traffic in the interests of public safety to enable Wiltshire Council to carry out Carriageway reactive patching and associated works.

A350 (Part), Melksham Without; from its junction with A361 to its junction with A365.

Alternative route: via A365 - A361 and vice versa.

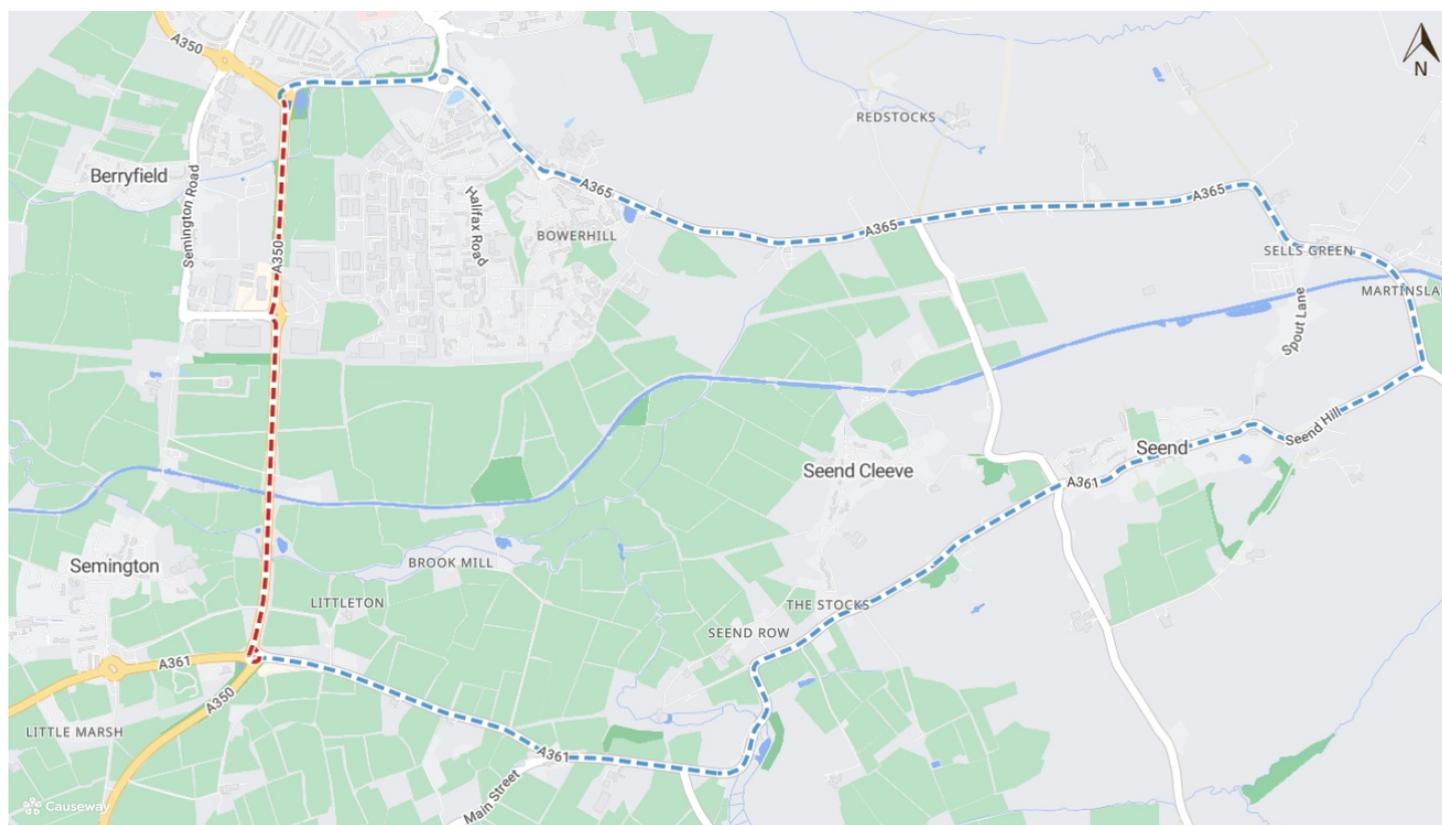
The closure and diversion route will be clearly indicated by traffic signs. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works.

These works will commence at 19:00 on 5th March 2026 between the hours of 19:00 and 06:00 weekdays only, until 06:00 on 10th March. This Notice will have a maximum duration of 5 days.

For further information regarding these works please contact Tarmac on behalf of Wiltshire Council on 07803953739

Highways Assets and Commissioning, County Hall, Bythesea Road, Trowbridge BA14 8JN

REF 26W695



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