Wiltshire Council
LOCAL PLAN
Looking to the future

Market Town
Consultation Response Form

Ref:	(For official use only)

A series of 'Planning for' documents break down the work undertaken so far for each Principal Settlement and Market Town. Within these documents, information is presented, and questions asked to help shape proposals for each place.

To view these documents please visit the Council's Local Plan Review Consultation page on its website at: https://www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation

Please return to Wiltshire Council, by 5pm on Monday 8th March 2021.

> **By post to:** Spatial Planning, Economic Development and Planning, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN.

> **By e-mail to:** spatialplanningpolicy@wiltshire.gov.uk

This form has two sections:

> Section One **–** Personal details
> Section Two – Your response to the questions. Please use a separate sheet for each representation.

Section One – Personal details

*if an agent is appointed, please fill in your Title, Name and Organisation but the full contact details of the agent must be completed.

<mark>Please note that this is a joint submission of the Melksham Neighbourhood Plan Steering Group, Melksham Town Council and Melksham Without Parish Council</mark>

1. Personal		
Title	Mrs	
First name	Teresa	
Last name	Strange	
Job title (where relevant)	Clerk	

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Organisation (where relevant)	Melksham Without Parish Council	
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Address Line 2	Westinghouse Way, Bowerhill	
Address Line 3	Melksham	
Address Line 4	Wiltshire	
Postcode	SN12 6TL	
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Section Two – Questions

Which Market Town does your response relate to?

Answer:

Melksham (prepared by the Joint Melksham Neighbourhood Plan (JMNP) group)

1. What do you think to this scale of growth?
Should there be a brownfield target? Should it be higher or lower?

Answer:
Set out in two parts. Part one addresses the first part of question 1:
What do you think to this scale of growth?

Melksham Town Council and Melksham Without Parish Council Submission Joint Neighbourhood Plan

In principle both Melksham Town Council and Melksham Without Parish Council support and are proactively planning for the coordinated sustainable development of both administrative areas through their joint commitment to producing their Neighbourhood Plan. Both aim to work constructively with Wiltshire Council to help shape strategic policies for Melksham and produce neighbourhood plan policies that meet neighbourhood plan basic conditions and support meeting community needs at the local level. A Statement of Common Ground is expected to be put in place to underpin this.

Melksham Neighbourhood Plan has now been submitted by Wiltshire Council to the Examiner. Having reached this stage, its policies have passed through Regulation 14 consultation, submission to Wiltshire Council and Regulation 16 Consultation. Whilst a number of its policies and its approach to allocation of housing land at Melksham has attracted ongoing comment and objection, policies that have not been substantially challenged through engagement or questioned by the Examiner may be considered to have

gathered weight. In addition, evidence bases that support policies can also be considered to have benefitted from several opportunities for community engagement and therefore be sound representations of the community's issues, objectives and priorities.

Work undertaken in production of Melksham's Joint Neighbourhood Plan, together with strategic planning and transportation related studies, provide an evidence base that has informed the following comments. Melksham Joint Neighbourhood Plan Steering Group also convened two special (closed) sessions to address and prepare responses.

This feedback provides Wiltshire Council with additional evidence that is specific to Melksham and Melksham Without but also raises questions and issues relating to Wiltshire Council's emerging spatial strategy and growth affecting the neighbourhood plan area.

The response document was approved for submission by the Joint Melksham Neighbourhood Plan Steering Group on Wednesday 24th February 2021, Melksham Town Council on 1st March 2021 and Melksham Without Parish Council also on 1st March 2021.

Wiltshire Housing Requirement Figure

The choice of Wiltshire Council not to use the Government standard calculation method and utilise its own local housing requirement calculation and application of contingency to produce a higher figure is not accepted. Government calculations method would already place a significant demand upon Melksham NDP urban and rural area communities. However, the cumulative effect of this within a strategy that has removed employment growth and skewed strategic housing growth to Melksham, within a strategic approach designed for market towns is inappropriate and likely to lead to development that will be harmful to and not contribute to Wiltshire's climate change objectives.

Whilst initial sustainability appraisal has indicated no adverse impact of applying higher figures, evidence supporting place growth strategies has identified significant environmental and infrastructure constraints at market towns within Chippenham HMA which restrict their ability to accommodate their predicted share of housing growth. This has resulted in a strategy that has diverted significantly more growth towards Melksham, beyond meeting its stated needs and role as a market town. Such increased levels of growth at Melksham are more akin to the proportion and approach for Chippenham where balancing housing, employment and infrastructure are to be coordinated.

The approach to the distribution of higher figures has resulted in a c17% increase in housing requirement for Chippenham HMA, compared to only a c5% and c10% increase at Salisbury and Trowbridge HMAs respectively.   The effects of higher growth levels for Chippenham HMA are further concentrated at Melksham as a result of the chosen housing growth scenario CH-C, which diverts an additional c1000 homes (c33%) above CH-A (rolling forward the current Core Strategy approach).

It is noted that the decision to adopt such an approach was informed by an interim sustainability appraisal that reported no unacceptable impacts. Did this take account of the disproportionate uplift on Chippenham HMA and Melksham?

COVID-19 has potentially significantly altered growth needs for at least the initial years of the reviewed plan period. It is suggested this is reviewed.

Climate Change

In adopting the higher growth approach and choosing to focus a larger proportion of only its housing to Melksham without balancing this with land use allocation to increased self-containment and commitments to infrastructure delivery that would neutralise its carbon footprint, the current strategy is also considered contrary to Wiltshire Council's climate change objectives.

The proposed growth level will have significant impacts on its existing locally valued rural setting, compound issues with strained community infrastructure and increase levels of traffic and congestion. The amount of growth will require extension of the town to an extent that is not attractive for walking and cycle connections to its town centre.

Melksham's Councils have a track record of proactively planning for sustainable growth and recognise its benefits if achieved to meet community needs. Within the pool of SHELAA sites put forward by Wiltshire, there are sites and parts of sites that could achieve more sustainable patterns of growth at lower levels, coordinated and balanced with supporting uses, sustainable transport and community infrastructure.   However, delivering higher levels will almost inevitably lead to increased requirements to use cars for local trips.

Further comments are made to assist Wiltshire Council work with Melksham and in coordination with its neighbourhood plan to shape an acceptable strategy for the town and its rural setting. These are made without prejudice to the in-principle rejection of the amount of housing only growth that is directed to Melksham.

Employment Balance

Within the consultation material, there are various references to the need to balance housing delivery with allocation of land for employment. There are also references to the economic vitality of Melksham, the availability of the labour force and the shortage of employment space. Whilst Melksham has been expected to accommodate a significantly higher level of housing growth, Wiltshire Council has not adopted the recommendation of scenario CH-C. This approach is questioned. It appears to challenge sustainability objectives for market town self-containment and minimising the need for travel. Both Melksham Councils wish to engage further with Wiltshire Council to resolve a more forward thinking strategic and local approach to employment land allocation and policies for Melksham as a sustainable location for living and working taking account of brownfield land regeneration, town centre renewal, supporting employment to provide community infrastructure and enabling home working.

Coordination of Infrastructure

Melksham and Bowerhill have reached a point where much of its existing market town infrastructure is at or over capacity. If growth is to be seen as acceptable to the community, it must be master plan led and inextricably linked to the simultaneous delivery of community and green and blue infrastructure, strategic and local sustainable transportation investments - and proactive investment in the town centre.

Development must deliver benefits to the existing population and be in a form that contributes to and does not conflict with Wiltshire and Melksham's commitments to tackle climate change.   The current strategy does not provide such safeguards and benefits.

Role of Neighbourhood Planning

The Emerging Strategy highlights the importance of neighbourhood plans in preparation or review in working in coordination with the Local Plan Review. This is the case at Melksham. It is planned that following plan-making of the current submission Joint Melksham Neighbourhood Plan, the document would go into immediate review to enable this. In addition to taking a lead in place shaping within Melksham and Bowerhill and the NDP area's rural environment and villages, it is anticipated the Neighbourhood Plan would seek to allocate further sites at Melksham for development.

In particular, in the context of a planned growth strategy, the JMNP Steering Group would wish to agree a key role for the plan in setting master planning and design principles to direct strategic growth deliverables and quality.

Brownfield Land Prioritisation

The JMNP Steering Group is strongly supportive of development of brownfield land being prioritised to maximise the sustainability of development and minimise the demand for greenfield land.

Clarification is requested as to how the brownfield target is a reasonable indicative target figure for housing delivery and how brownfield land can be delivered through the Neighbourhood Plan. Regardless of the figure stated, unless the reviewed JMNP is able to allocate brownfield sites that include housing, it will not be able to be in control of or responsible for brownfield land housing delivery. In addition, the 10-year threshold is not in step with the expected reviewed plan period, linked to the reviewed local plan.

The JMNP will provide a suite of local policies for Melksham NDP area that will provide in-principle support for and guide appropriate development of brownfield land that contributes to NDP or Local Plan objectives. The reviewed plan can explore the potential to agree development briefs for priority areas including within Melksham Town Centre.

Melksham Town Council has invested in analysis of Melksham's current and future issues, drivers and opportunities in its "Melksham 2020-2036" study. It is now engaging with the community area and Wiltshire Council in analysing travel patterns and sustainable transport opportunities, to connect the town centre with its surrounding communities. These studies will provide key evidence to inform strategy and investment in the town centre and local sustainable transport. Melksham TC and the JMNP Steering Group wish to engage with Wiltshire Council towards the collaborative production of a vision and strategy for town centre post COVID-19 recovery.

Brownfield Target Figure
The Brownfield Target figure is derived from past windfall figures and is in addition to the housing requirement figure for the area. It is then taken off the housing requirement for future Local Plan reviews. This methodology appears muddled, with the Brownfield target considered to be external to the housing requirement figure, yet windfall considered to be internal to the housing requirement figure. It is more than likely that some windfall development will occur on Brownfield land. This is not splitting hairs – allocations, indicative housing requirements, brownfield targets, windfall targets are all different concepts in planning and are not interchangeable.

Therefore, we do not agree that the Brownfield target should be in addition to the overall housing requirement figure. In addition, we consider any Brownfield target should align with the Plan period.

2. Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

This response is supported by a schedule of commentary on the place shaping priorities known to the councils and NDP Steering Group. The commentary in the schedule below is a result of recent stakeholder community consultation and technical work undertaken during the evidence gathering to support the submitted Neighbourhood Plan.

This schedule firstly addresses a review of priorities identified by the Planning for Melksham document. It then itemises and expands upon other place shaping priorities identified through work undertaken in building the NDP evidence base.

Delivery

Wiltshire's Place shaping priorities	Melksham's Comments
i. Ensure town centre regeneration through continued investment in the town centre, maximising brownfield land and encouraging employment opportunities	- Clarification: What is meant by "continued investment"? Is this private sector inward investment or capital investment by Wiltshire Council? - Further collaborative work is required to jointly identify the investment and infrastructure needed to support the NDP area until 2036 and beyond. - Town centre investment in environmental quality including clean air through investment in walking and cycling infrastructure is a priority (linked investment with A350 by-pass). - Agree maximising re-use of previously used land. Investment to enable regeneration is a priority. Brownfield sites should be identified and tailored approaches to bringing forward identified. The future reviewed Joint Melksham Neighbourhood Plan 2 (JMNP2) should take a leading role in this. - Shaping and supporting post COVID-19 town centre recovery a priority. This will require a dedicated recovery masterplan and supporting delivery investment. The role of the centre may need to change to a greater level of mixed and community uses. Melksham Town Council and JMNP2 should take a leading role in this, working with partners including Wiltshire Council. Melksham Town Council has produced a Markets Strategy and "Melksham Town 2020-26", which analyses town centre Issues, challenges and drivers. It has also commissioned a Town Centre Access and Movement Study (Places for People) and community consultation. This is due for completion later in 2021. The Town Council is now progressing plans to produce a Town Centre

		Strategy. These can all support shaping and delivery of future town centre renewal.
ii.	Out-commuting should be reduced through an improved employment offer	● The current draft lack of additional employment land proposed at Melksham is questioned and appears to contradict with Place Shaping Priority ii. Wiltshire Council's own infrastructure needs assessment (ref ME6) comments: "There is a very limited supply of employment sites and premises available in Melksham". This also appears to contradict with growth option testing and sustainability appraisal for growth distribution across Chippenham HMA. Whilst Melksham appears to be identified as a preferred location for increased housing growth (Option CH-C), to support delivery of the A350 By-pass, the preferred approach does not include the recommended focus of employment growth at Melksham: "New employment land proposed only at Melksham and Corsham". ● Within the context of potentially lasting changes to working from home and more locally, further consideration should be given to the integration of living and working within Melksham and its neighbourhoods. Potential large-scale growth to the east of Melksham should consider integration of more innovative opportunities for home working and local employment hubs, combined with higher capacity broadband and more robust mobile communications networks. ● ● Renewal of the town centre (ref. place shaping priority i) should also be identified as an opportunity to provide new employment / office floorspace. This may include provision of new office space as part of potential post COVID-19 relocation from London[1] with the rise of flexible working and the decline of the traditional office hours / base. There are currently low rentals and a limited range of office accommodation available in Melksham[2]. ● The need / demand for employment land for a new large employer should be considered. As identified in the Emerging Spatial Strategy, Melksham has demonstrated its attractiveness to large employers with investment and creation of high skilled jobs such as Herman Miller and Knorr Bremse[3]. The benefits of locating employment bases in and around the town is likely to increase through delivery of the A350 by-pass.

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[1] https://londonist.com/london/latest-news/will-london-s-population-shrink-for-the-first-time-this-century-in-2021

[2] Melksham Town 2020-2036. A review of the opportunities, challenges and drivers facing Melksham Town during the period of the next Local Plan

[3] Melksham Town 2020-2036. A review of the opportunities, challenges and drivers facing Melksham Town during the period of the next Local Plan

	● However, it is acknowledged that there is currently vacant floorspace within Bowerhill Trading Estate.
An A350 bypass to the town is a priority to improve the efficiency of the transport network and lead to other benefits for the town	● It is agreed that the A350 by-pass is a priority. Atkins Local Transport Plan Review has identified that the cumulative impact of growth will increase traffic on the A350 and exacerbate congestion where the route passes through settlements. This includes Melksham. Para' 3.31 of the Emerging Spatial Strategy for Melksham states that "Higher growth … has also been seen as a means to help deliver road infrastructure during discussions with the Town Council. In this regard, the Government has announced funding support to progress an A350 Melksham bypass. A preferred scale of development is therefore the higher of the range tested at Melksham (as in CH-C)." ● Delivery of planned growth along the A350 corridor between Chippenham and Trowbridge will be likely to increase traffic volumes and HGV number at Melksham. As part of CH-C strategy large scale growth at Melksham will also be likely to contribute to traffic congestion within the town. This impact is in conflict with Local Plan climate change objectives, will undermine the recovery of Melksham town centre, and severely reduce the feasibility of delivering attractive walking and cycling alternatives to driving. ● Both Melksham councils consider it is essential that delivery of the by-pass is in advance of phased delivery of growth at Melksham and within the wider HMAs. ● In addition, if this priority's objective of delivering "other benefits to the town" are to be realised, these must be identified and agreed through further dialogue, supporting schemes and funding packages brought forward for coordinated delivery with the by-pass and any large-scale housing growth. Melksham Town Council has recently commissioned a local access and movement study "Places for People" which can inform sustainable transport projects within Melksham and linking to its neighbouring community area. Physically separate cycle infrastructure should also be delivered along with space for cars on new roads to ensure a balanced delivery of transport options, and to enable active travel choices. ● Parallel delivery of sustainable transportation and green infrastructure within Melksham may contribute to mitigation of conflicts with Wiltshire Council's climate change objectives that the increased volumes of traffic and by-pass construction creates.

	• If an acceptable phasing of the by-pass delivery cannot be agreed and committed to, Melksham Councils may be unable to support proposed levels of growth.
To increase levels of train passenger transport and help reduce traffic congestion, railway station parking facilities should be improved and extended	• Increased levels of train passenger transport and frequency of trains stopping at Melksham is supported. • The improvement of the environment around the railway station is vital to attract greater levels of passenger use. Current improvements to parking facilities at the railway station are welcomed and should be complemented with improved pedestrian and cycle access. • As part of investment in improved walking and cycling infrastructure, particular investment should be focused on integration of the station with the town centre. This should include addressing replacing the existing underpass as part of re-distribution of traffic onto the A350 by-pass and re-modelling of internal highways to rebalance the distribution of space to cars/cyclists/pedestrians. • Improvements to rail services should be integrated with enhancements to bus connections and facilities at the station.
New development should be accompanied by sufficient healthcare facilities, schools and transport infrastructure which have come under increasing pressure in the town	• Melksham Councils strongly support this priority. • Clarification is however needed on how the "sufficient" level is to be assessed and delivered. This should start by addressing the current deficits within the existing community. • Large scale growth should be master planned to ensure such facilities will be delivered and sustainably located for access by new and existing communities. • Housing provision should include provision of accessible types and tenures of homes for key workers to sustain the delivery of local services within a self-sufficient market town.
A holistic town-wide approach to ensure future education provision is required with sufficient primary and secondary school places provided to meet the needs of all new housing development	• Agreed. • Primary school provision should be planned to address existing unsustainable locations (e.g. Bowerhill) that result in higher levels of car use from existing communities due to barriers to movements (wide busy roads) and distance. The need for a primary school within safe walking distances should also be a priority within potential larger scale development. • Consents that are being given by Wiltshire Council for speculative development on sites poorly connected to schools is exacerbating unsustainable car journeys within the town.
Continue to safeguard a future route of the Wilts and Berks canal and to enable its delivery to provide significant economic,	• In principle this is supported. • Caution is expressed about the amount and location of development considered necessary to "enable" the project delivery. This must balance

environmental and social benefits for Melksham.	delivery of benefits with conservation of environmental assets and character.
Other Priorities:	
Development and investment within Melksham NDP area should enhance the attractiveness of Melksham and the health and wellbeing of its communities through enabling the delivery of improvements to the town's green and blue infrastructure networks (notably the River Avon and Clacker's Brook corridors) to optimise their accessibility and ecological capital, connect communities and link to the surrounding countryside and villages.	
Melksham's rural setting and the villages are an integral part of its quality of place, community and economy. This should be included within a holistic approach to Melksham's Local Plan strategy place shaping as is the case within the Joint Melksham Neighbourhood Plan.	
Development should protect and contribute to the conservation and enhancement of Melksham's designated and locally valued heritage assets.	
Development should contribute to securing sustained and appropriate management and maintenance of capital investments to Melksham's public infrastructure.	
Whilst it is acknowledged that climate change and carbon reduction is addressed through a separate consultation document and is therefore not included in the place shaping priorities for Melksham, this is such a critical issue that we are highlighting it here. Planning has an important role to play in addressing the climate crisis (one which has been constrained for too long) and the JMNP makes clear local ambitions for raising sustainability standards and support for generation of renewable energy locally. The National Planning Policy Framework (2019) says (para 149 and footnote 48): "Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures, in line with the objectives and provisions of the Climate Change Act 2008." Sustainable and climate responsive development strategies are vital in the face of the climate crisis.	

3. **Is this the right pool of potential development sites?** *Are there any other sites we should be considering?*

Please see attached document (Appendix 1):
LPR / AECOM / JMNP SITES Commentary.xlsx

This spreadsheet compares Wiltshire Council's pool of sites at Melksham with assessments undertaken by AECOM as part of previous work undertaken in developing the Submitted Melksham Neighbourhood Plan. Please note: not all sites assessed are in the AECOM document.

The JMNP Steering Group met to review the pool of sites proposed by Wiltshire Council during February 2021. Harnessing Wiltshire's appraisal, AECOM assessments and Steering Group Members' in-depth understanding of all sites (including those that were not assessed by AECOM), an initial RAG rating response has been proved in the final column of the attached spreadsheet.

This rating represents the current views of the Neighbourhood Plan Steering Group and is validated by the joint qualifying body councils. Informal consultation was also undertaken on a number of these sites during the Neighbourhood Plan preparation process. Feedback from this is also shown in the comparison table. During Regulation 14 and 16 draft plan consultations, full evidence bases linked to site allocations were published. Where sites have not been subject of AECOM assessment responses contained in this schedule represent the views of the JMNP Steering Group as validated by qualifying bodies.

The JMNP Steering Group concluded that the following sites were potentially most suited to be advanced to the next stage of sustainability appraisal:

Large sites
Potential Development Site 1
The northern area of this large site with access from the A3102 is considered to be a reasonable site to progress for further assessment. The green infrastructure corridor of Clackers Brook links into the town and could provide a natural edge to the site (ref. policy 12 of submission JMNP). Impact on the landscape and views from Sandridge Hill across the lower lying and flat area of landscape should be taken into account – it is important to respond sensitively to the transition between the settlement edge and countryside in this location (ref. policy 17 of the submission JMNP). There are also existing trees and hedgerows on this site which development should retain where possible (ref. policy 16 of the submission JMNP) and an area of biodiversity value; an 8-acre plantation on this site is an area of deciduous woodland priority habitat. There is also a new local centre located close to the site on the other side of the Eastern Way - links would need to be made across this road to improve connectivity. Development of the area to the south of Clackers Brook would not be supported (specifically SHELAA site 3123).

Potential Development Site 17
The south-eastern end of this site is considered to be potentially suitable for development specifically SHELAA sites 3478/9 (smaller part of this site identified as 17 by the LPR). These sites have been put forward in the past by Melksham Without Parish Council as the most logical place for next development in the Parish and linked to the town. Impact on the landscape and views from Sandridge Hill across the lower lying and flat area of landscape should be taken into account. Access to this site should be from the roundabout immediately to the south of the site.

For both sites the extension of bus routes into the area would be important as part of a wider sustainable transport network together with walking and cycling routes linked into the town and key locations such as King George V Park and Recreation Ground and importantly, the railway station. It should be noted here that the Town Council has begun work on a Movement Strategy (Priority for People: Melksham 2021) which should inform the site appraisal and master planning processes going forward. Links into the Green and Blue Infrastructure network (Clackers Brook being a key element which links through the site into the town) and additions to the overall network of the town would also be important.

Smaller sites

Potential Development Site 9
Coalescence between Melksham and Bowerhill is a key concern here – it would be important to maintain a landscape buffer.

Potential Development Site 10
The A350 is a significant barrier and concern in terms of walking / cycling access, but the site is potentially within walking distance of a range of facilities if safe crossings are provided.

Potential Development Site 11
There are a number of constraints associated with this site, however there is potentially good access to Aloeric School if a crossing can be provided - the road is a significant barrier so safety and access issues for pedestrians and cyclists would be a priority to address. The land here is Best and Most Versatile (BMV) agricultural land so any development of this

greenfield should minimise land take of this valued resource. Coalescence with / impact on Berryfield is a concern as well as wider impact on the landscape.

Potential Development Site 13
This site is well located for active travel and links into the existing green infrastructure network (ref policy 12 of the submission JMNP) with proximity to King George V Park and access to facilities and services in the town, and supports local ambitions to increase levels of movement and active travel (ref policy 11 of the submission JMNP).

Other Sites
The excel spreadsheet LPR / AECOM / JMNP SITES Commentary.xlsx also includes a table of AECOM Site Assessments for JMNP that are NOT on the Local Plan Review list of sites. This schedule identifies sites within the JMNP area that were assessed by AECOM for suitability for allocation within the neighbourhood plan, but have not been identified by Wiltshire council as being suitable for inclusion within its draft pool of potential allocation sites. NB: The majority of these sites are outside of the Melksham and Bowerhill urban area.

The following site at Melksham was considered to be potentially suitable for allocation:

- SHELAA Site 3333 (Land occupied by Cooper Tires (just the part that is a SHELAA, adjacent river))

4. **What land do you think is the most appropriate upon which to build?** *What type and form of development should be bought forward at the town?*

Distribution of development has been considered at a special meeting of the JMNP Steering Group. This meeting referenced published analysis and site assessment undertaken during production of the submitted JMNP and Local Plan Review inform the following comments. It also referenced sites it considered potentially suitable from Wiltshire Council's proposed pool of sites as outlined in ME3 above.

Primarily due to the current lack of a demonstrated five-year housing land supply in Wiltshire, Melksham is subject to a number of speculative planning applications, which have either resulted in recent planning consents, applications or likely applications. These schemes relate to SHELAA sites 699 / 1025 / 728 / 715 /1027 & 3243

If consented, these schemes could result in a further c.600 houses being built in addition to schemes in the pipeline identified by Wiltshire Council. This amounts to a potential of approaching 25% of the current proposed strategic housing requirement for Melksham or more than a further three years of supply pipeline. Consideration of preferred locations has taken current knowledge of this speculative development activity into account.

These comments put forward an emerging preferred approach to the allocation of land at Melksham for the remainder of the extended plan period. At this stage, in advance of further sustainability appraisal, it is too early to specify precisely which sites or parts of sites are preferred. Stated preferences do not assume acceptance of the number of homes proposed for the town or the lack of additional employment space currently proposed.

Brownfield Land

The JMNP Steering Group agrees with Wiltshire Council that the development brownfield land should be prioritised to maximise the sustainability of development and minimise the demand for greenfield land. Please refer to ME1. However, it is anticipated that development

of previously used land (definition of brownfield in the NPPF) will take place within the town as current uses give way to new uses (but it is acknowledged that there are no known currently available brownfield sites) as a result of changing economic patterns, and the Covid-19 pandemic. Is the potential for more diversification and change of land uses on previously developed land being taken into account in the overall spatial strategy?

The management of the brownfield target through Neighbourhood Plans is considered to be unclear. Clarification is requested as to how brownfield can be delivered through the Neighbourhood Plan and what the expectations are on a reviewed Neighbourhood Plan for delivery of brownfield land development. Further dialogue with the Local Planning Authority will be sought to clarify the approach to brownfield in the Plan area.

Additionally, paragraph 3.11 of the Emerging Spatial Strategy refers to setting a brownfield target for the next 10 years of the Local Plan period, not for the whole of it. We suggest this should be revisited and instead align with the Local Plan period.

Prioritisation of Most Sustainably Connected Greenfield Allocations

Melksham Town and Melksham Without Parish Councils wish Local Plan allocations to prioritise the allocation of land from its preferred pool of sites. The aim is to maximise the feasibility and attractiveness of walking and cycle as a chosen and inclusive approach to short journeys and connections to local facilities and the town centre. It therefore expresses a first preference for the allocation of suitable sites that are within approximately 20 minutes walking distance of Melksham town centre facilities.

Enabling Delivery of Affordable Housing

The allocation strategy should ensure the annual delivery of affordable homes to meet Melksham's community needs. This should include the allocation of sites that are considered capable of completion within the initial c.10 years of the extended plan period. This is more likely to be through the allocation of smaller sites with less complex site ownership and delivery issues. This may be followed by the delivery of a larger allocation which, whilst requiring greater lead-in times, will be capable of more certain delivery through the latter period of the plan.

Delivery of Infrastructure

Place shaping priorities identified in ME2 and infrastructure requirements identified in ME6 will inform Melksham's future general infrastructure delivery requirements. Each allocation site/area will also generate their own infrastructure requirements to address site specific issues, protect heritage and environmental assets, and to optimise their sustainable connectivity and contribution to the Local Plan and JMNP vision and objectives. The JMNP policy and evidence base provide analysis of community facility, infrastructure and green infrastructure and open space future needs in addition to existing and emerging Wiltshire Council evidence.

Wiltshire Council analysis has identified current provision of major elements of community infrastructure including primary and secondary school places and healthcare facilities are currently at, or near capacity and will need expanding to support current planned growth. Whilst contributions to the network of infrastructure, green space and facilities may be made through incremental contributions from the smaller site allocations coming forward, it is recognised such infrastructure may be more feasibly provided as part of a larger site allocation. In principle therefore, Melksham Councils support further exploration of an opportunity to identify a suitable large scale allocation area that may combine and coordinate

the allocation of a cluster of linked SHELAA sites. These should be the subject of master planning and progression of a proactive delivery strategy to ensure programmed implementation of large-scale infrastructure needs.

A350 By-Pass

The ME1 response has highlighted the critical importance of committed and programmed delivery of the A350 by-pass coordinated with planning and delivery of growth within the Chippenham-Trowbridge corridor and at Melksham.

Wiltshire Council plan delivery of the by-pass around 2027, even if delayed during the Local Plan Review period. Currently the route is yet to be confirmed. However, connecting the by-pass route with the larger allocation area may enable traffic flows to be disbursed. It may also increase the viability and attractiveness of employment and local needs retail/services within the master planned area.

It is important to note here that the Steering Group were clear that larger scaled planned housing growth should be delivered with and not before delivery of the by-pass.

Emerging Locational Strategy

Melksham views further greenfield growth as being in four phases or elements:
(i)   Completion of plan led schemes in the pipeline.
(ii)   Completion of consented speculative development as a result of the five year housing land supply issue.
(iii)   Smaller, less complex housing allocation completions in sustainable locations.
(iv)   Larger scale master plan led allocation phased delivery (with by-pass).

Smaller sustainable sites are considered to be those to the west and south of Melksham, where linked to existing infrastructure, transport-links and without significant environmental constraints.

Coordination of clustered SHELAA sites to the north-east and east of the town (17-1) are currently considered to offer the greatest opportunity. However, site 1 is only considered appropriate where is can be integrated into maximum 20-minute cycle connections to local facilities and the town centre. If considered appropriate, Site 17 should be fully integrated within a comprehensive approach and developed from the south.

Master Planning

A large-scale master planned allocation should include enabling the by-pass route and delivery, the delivery of primary and secondary school expansion, additional healthcare provision and new community playing fields and investment in connecting walking, cycling and public transport links with the town centre and rail station. Development mix should include a small local needs community hub, ongoing delivery of a range of affordable housing options and new employment opportunities and floorspace (which Melksham's Councils believe must be provided).

The submitted JMNP includes locally distinct design policy supported by analysis of local character. Melksham Councils will be supporting the review and additions to the current NDP immediately upon its Making. The reviewed NDP should be considered as an opportunity to set local design parameters, policies and codes that would secure high quality places and design through large scale allocation master planning.

5. **Are there important social, economic or environmental factors you think we've missed that need to be considered generally or in respect of individual sites?**

Please see attached document (Appendix 1): LPR / AECOM / JMNP SITES Commentary.xlsx for individual site comments.

The JMNP highlights a number of areas that are important within the Neighbourhood Plan area:

The importance of placing **sustainable development** and the **climate crisis** at the centre of decision making (we acknowledge this is covered in a separate consultation paper) in line with our Neighbourhood Plan policies 1 and 2).

Low emission vehicle charging infrastructure to enable lower carbon forms of transport (Neighbourhood Plan policy 4), together with a **linked sustainable transport system** connecting areas of housing with the town centre and the railway station via bus. Linking in an extensive and improved footpath and cycle network to enable active travel is also a key priority for the Plan area (Neighbourhood Plan policy 11). This all linked to **local delivery of employment** to minimise out-commuting.

Delivery of **schools, healthcare, community infrastructure and services** to support existing and new members of the community is extremely important (Neighbourhood Plan policies 8 / 15).

Edges to the settlement need to be considered carefully and sensitively to protect the **wider landscape setting** and deliver a strong **green and biodiverse edge** to built settlement (Neighbourhood Plan policies 12/13/16 & 17).

The role and function of the **town centre** (Neighbourhood Plan policy 9) in terms of economy, leisure (including the arts, for example the Assembly Hall) and identity are important to consider as the towns grown: strong connections between town centre to new development are vital.

6. **Are there any issues or infrastructure requirements that should be identified?**
   Other than that already identified within the 'Planning for' document?

Topic	WILTS Comment	Melksham Comment
		Further detailed information and analysis about community infrastructure and facilities within Melksham and Melksham Without Parishes has been submitted as supporting evidence to the JMNP. This can be accessed via the Neighbourhood Plan website; https://www.melkshamneighbourhoodplan.org

Education	New provision would be required to meet early years needs arising through new housing development. Land for a new primary school has been secured on land south of Western Way, which will supply new places to the south of the town. New provision is required to meet needs in any other area. Melksham Oak is currently undergoing expansion. This is projected to fill. Additional expansion onsite would not be possible, but a satellite of Melksham Oak School could be possible in meeting needs arising from any new housing.	As development and potential strategic allocation sites come forward in the Neighbourhood Area, it will be important to ensure that new facilities are provided so that the day to day needs of the increasing population can be met. This is particularly important for the provision of schools (existing primary schools in the Neighbourhood Area are already oversubscribed). Delivery of a new primary school at Pathfinder Place / Bowerhill is a priority to enable children in the new and forthcoming homes of this area to be within safe walking distance of school. The current extension to Melksham Oak Secondary School (Melksham's only secondary provision) is being funded by S106 contributions and is anticipated to be ready for occupation in September 2021. This will provide 240 additional spaces across years 7 to 11, increasing the capacity for those year groups to 1500 once complete. Another secondary school, either a satellite or separate school under a different Academy is imperative to ensure children do not have to travel to another town for statutory education. More worrying is the lack of provision for Years 12 & 13. The expansion is only to accommodate Y7-11, and there will be an increased pool of pupils looking to enter the only 6th form provision in the town, which has not been expanded at the same level. Alternatives to 6th form such as college and apprenticeships (which include college attendance) all have to be found outside of Melksham as there is no provision in the area. Children aged 16-18 should not have to travel out of their town to fulfil their statutory education commitments, this is not sustainable. Anecdotal evidence of the current 6th form intake for Y12 in September 2021 are higher than levels before for both existing MOCS students, and also from external sources.
Energy	According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Melksham are currently unconstrained. Some of the infrastructure is unconstrained whereas some is partially constrained in relation to energy generation,	Planning has an important role to play in addressing the climate crisis and the JMNP makes clear local ambitions for raising sustainability standards and support for generation of renewable energy locally. The generation of renewable energy will be critical in addressing the climate crisis, alongside sustainable development locations and carbon neutral development policy. Investment in infrastructure enable more small-scale connections to the grid is a priority.

	according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.	
Green and blue infrastructure	A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in Figure 2 below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.

The map in Figure 3 below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned. | The JMNP Green Infrastructure Evidence Base Report V6 2020, submitted with the NDP, raised the following distinct issues and needs to be addressed within the Neighbourhood Plan area.

It is noted that there is a draft Wiltshire Green and Blue Infrastructure (GBI) strategy forthcoming for consultation. The GBI Network diagram as shown highlights broadly similar GBI features to the identified in the Neighbourhood Plan evidence base, from which some key points are extracted below:

Allotments:
Access to allotments in Melksham is generally poor as there is a under supply of allotments in both the urban and rural areas.

New development should meet shortfalls in the area. Consideration should also be given to encouraging community growing areas and/or community orchards in existing open spaces.

Amenity green space:
Within Melksham the access to amenity green spaces is good with majority of the urban area having access. Onsite provision of amenity green space should be sought through new development proportionate to the scale of the development and drawing on the existing character of frequent amenity green spaces in housing areas.

Park and Recreation Grounds:
With good provision within Melksham itself, the key priorities are to maintain and improve the quality of existing provision.

Children & Youth Facilities:
There is an under supply of children's play spaces within Melksham urban area. Youth provision is sufficient, but access with both has gaps. Where development opportunities arise, new onsite provision should be sought. The priority should be for fewer, larger and higher quality play spaces as opposed to a proliferation of smaller play spaces, and for a wide spread of ages, including teenagers |
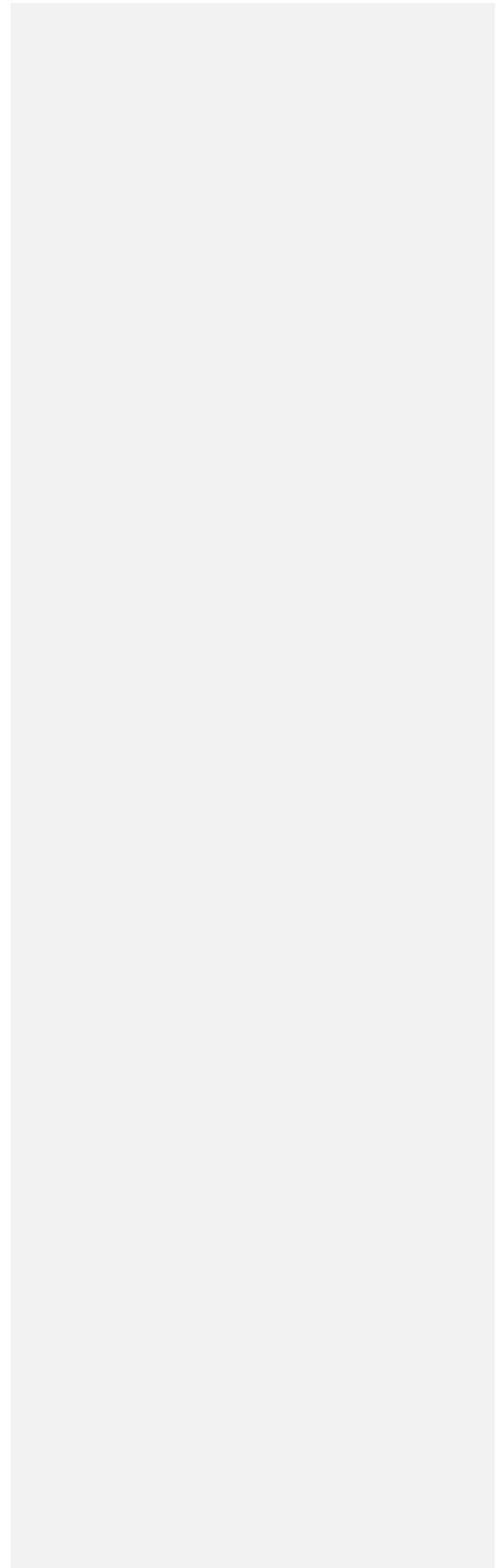
| Sport and Leisure Facilities | At Melksham and Bowerhill there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:
• Whilst grass pitches for Melksham and Bowerhill are sufficient, Bowerhill Recreation Ground will need upgrading / improvement.
• Oakfields is the new home of Melksham Town Football Club and Rugby Club which houses a sufficient number of quality grass pitches. However, a 4G ATP will be needed here.
• The Melksham House site is the home of Melksham Cricket Club, where a new pavilion has been provided for the club as part of the campus programme, and the new home of the yet to be built Health and Well Being Centre. The HandWBC is due to be completed in 2022.
All further development would be asked for a contribution to the new Leisure Centre, improvements to existing sites, and new 4G ATP at Woolmore Farm.
Leisure Facilities
• Plans for Melksham Community Campus are well underway with construction due to be completed in 2022. The new facility will comprise a swimming pool, learner pool, fitness suite, spin studio, café, library, community spaces, meeting rooms and <mark>Melksham Without Town and Parish Council Offices</mark>.
There are no further plans for additional leisure facilities. | The arts side of leisure needs attention also.

Melksham has an excellent arts centre (Assembly Hall) – but it does urgently need investment especially if it is to meet the needs of a growing population.

The new campus is being delivered, but some of the early ambitions for the campus have been lost to delivery – is there scope for continued investment in the campus as the town grows?

A 4G ATP will be required for each of the two different sports/clubs, so one for Melksham Town Football Club, and one for Melksham Rugby Club. There uses and construction are different for the individual sports.

Please note incorrect statement in your text, this will be the Melksham Without Parish Council office and meeting space only (Melksham Town are not relocating to the Campus) |

Health	There are two GP surgeries in Melksham. A third GP surgery closed in 2020 due to a lack of resources. The two remaining surgeries both have capacity issues. Consideration may need to be given to improving capacity in the future.	There are 11 GP practices which support the local population of Chippenham, Melksham and Trowbridge. Access to local health facilities and services is a very high priority for local residents. The population's recent and expected future growth, caused by significant development in the Neighbourhood Area, is one of the main reasons for this. The Wiltshire Health and Wellbeing Joint Strategic Needs Assessment Report 2017/18, which outlines current and projected need for health and wellbeing infrastructure in Wiltshire, used a projected population increase for the whole of Wiltshire which was surpassed by the actual population increase that occurred. This again highlights the importance of access to health facilities for the Melksham community. Research carried out between 2015-2018 by the Neighbourhood Plan Health and Community Sub-Group indicated a shortfall in GP surgery staff. As development and potential strategic allocation sites come forward in the Neighbourhood Area, it will be important to ensure that new facilities are provided so that the day to day needs of the increasing population can be met. This is particularly important for the provision of health care facilities, such as GP and dental surgeries. How the impact of our ageing population will be planned for in relation to health needs is also important, and this links to a proposal for a 70-bed care home that is a current live planning application.

| Housing needs | In the years 2016-2036 the older population is expected to increase by 26% in the 60-74 age group and 83% in the 75+ age group.
At the same time the 0-14 age group is expected to decrease by 3% and the 15-29 age group to increase by 4%.
Finally, the 30-44 age group is expected to not change and the 45-59 age group to decrease by 16%

Local household income The annual average gross income is £32,800 and the net income after housing costs is £22,700.

Affordability Ratio (based on 2 bed property) Median price £171,000 Annual gross income £32,800 Affordability ratio 5.21 | In considering planning for the future to meet housing need, it will be important to the consider that the NDP area covers Melksham town and Bowerhill urban area, and the rural hinterland of Melksham Without.

The NDP area therefore includes a range of types of settlement as defined by Wiltshire Council; Melksham and Bowerhill market town, Whitley and Shaw large village, and number of small villages. Each of these has its own distinct housing need which would need to be considered separately and assessed accordingly.

The JMNP review presents the opportunity to undertake detailed primary and secondary evidence collection to explore local housing need.

Evidence collection to support the draft allocation of land at Middle Farm in the submitted JMNP identified that Shaw and Whitley have had no affordable housing provision within the current Local Plan period. Whilst the allocation of land at Middle Farm will provide for around 6 affordable homes, there is likely to be pent up demand for affordable homes in Whitley and Shaw.

There is a desire locally for single storey homes for the older and less mobile residents, at both market value and affordable/social housing level. This will enable downsizing to free up larger, family homes. |
| The local economy | High concentration of jobs in manufacturing, with recent major investments at Bowerhill, including the consolidation of Herman Miller's UK manufacturing at its purpose-built Portal Mill facility, and further warehousing/office expansion by Gompels Healthcare and upgrading of hangers for logistic distribution business. Build out of Hampton Park employment area in recent years.

• Market interest in town.
• Low levels of unemployment | Melksham Town Council commissioned the production of the Melksham Town 2020-2036 Scoping Report, which is a review of the town's issues, opportunities and drivers. This important Melksham evidence base report is available at Appendix 2.

Employment Space
In December 2017, 13% of Melksham town's employment land was comprised of industrial floorspace, 2.9% was comprised of office floorspace, and 6% was comprised of warehousing and logistics floorspace.

Melksham town has seen limited commercial investment for decades (except for supermarkets), whilst Bowerhill and Hampton Park sites within Melksham Without have benefitted from substantial investment and the creation of high skilled jobs. |

	• Capacity within labour market to accommodate future growth, according to population statistics
	• There is a very limited supply of employment sites and premises available in Melksham
	• Several brownfield sites in the town which provide good regeneration opportunities
	• Town centre vacancies are below the national average.
	• No capacity for additional convenience retail floorspace, but a small capacity for comparison retail floorspace up to 2036.
		The JMNP supports new employment development in principle - particularly on brownfield land - particularly encouraging employment within business parks and Melksham town centre (ref Policy 10).
		
		Population/Workforce
		Evidence gathering undertaken during the preparation of the JMNP (and pre-pandemic) highlighted that residents have a desire to work closer to their homes; this is likely to be even more of the case post-COVID-19. The JMNP supports development to reduce out-commuting.
		
		Town Centre
		The Melksham Town 2020 - 2036 Scoping Report (2019) (Appendix 2) reviewed the opportunities, challenges and drivers facing Melksham Town over the period of the next Local Plan. This report highlights that though the climate for retail and customer-facing business in the town is seen as relatively good, in the nine years since Wiltshire Council's 2011 Town Centre and Retail Study noted "…a continued need for further town centre regeneration" there has been improvement to the area in front of the Town Hall but no other recent improvement work.
		
		As part of the commitment to maintaining and enhancing the town centre, the Town Council will prepare a masterplan for the town centre, including areas for potential expansion that will inform future development opportunities. See Priority Statement 2 and Policy 9 in the JMNP. Expansion of the town centre is something that the Town Council will be actively considering, particularly in terms of the future of commercial sites on the edge of the town centre, such as Cooper Tires.
		
		The Masterplan/Vision is at an early stage, but it is likely to specify objectives and opportunities around minimising volumes and speeds of through-town traffic, minimising pollution, promoting shared spaces and developing and utilising event space. It is also likely to:
		   - identify a strategy for managing heritage and change in the town centre,
		   - include a design guide for the town centre's public realm and

		- include a strategy for developing the town centre as a venue of choice for experiential activities. **Changes to Permitted Development Rights** Recent and proposed changes to permitted development rights and associated prior consents create both an opportunity and threat to Melksham town centre in terms of retail / services and heritage. How retail uses in the town centre can be retained in the light of current and proposed changes to enable E Class uses to switch to C3 uses in town centres as permitted development is a key question. This increases the importance and urgency of proactive place shaping and supportive and protective measures and policy. **COVID-19 Recovery** COVID-19 will have impacted on the economy of the town centre, potentially leading to reduced footfall levels for an extended period and increased premises vacancy levels with a reduction in retail choice. However, potentially lasting changes in the community's patterns of work and relationship with local facilities creates an opportunity to re-shape the role and vitality of Melksham town centre as a focus of a more self-contained retail, service economic and community hub. Pre-pandemic analysis of the town centre and associated policies are now likely to need updating. The LPR and the JMNP review create an opportunity to provide such a suite of supportive recovery policies. However, the period until adoption and making of these plans is not fast enough to provide the recovery support that is potentially needed urgently. Melksham Town Council is already exploring the potential to produce a town centre vision/masterplan and is committed to working with partners including Wiltshire Council to shape and support the town centre's recovery and post-COVID vitality.
Transport	Key Features Melksham is well served by the A350 primary route which provides a direct link to Chippenham (and the M4 at Junction 17) and Trowbridge.	**Walking and Cycling** The JMNP supports the provision of more opportunities to get around the town and the parish without using a private vehicle (ref policy 11 of the submitted JMNP). Policy 11 of the JMNP is supported by a map showing priority and key walking routes between the town and

		Other key routes provide access to Bath (A365), Calne (A3102), Devizes (A365) and Bradford on Avon (B3107).	the rural areas as well as existing cycle routes. There are opportunities to improve the network of cycling infrastructure through the town and out into the parish, particularly to link with National Cycle Route 403.
		Bus routes provide regular services to Bath, Chippenham, Trowbridge and Devizes with most services accessed from the Market Place in the town centre.	**Bus Services** Additional funding for local bus routes was announced in March 2020 and the Melksham Rail User Group have put forward proposals for improvement to bus services in the JMNP area. Currently, no bus services within the JMNP area link to the railway station – Melksham Councils support the provision of bus services to the railway station that connect with train times in order to provide a joined up transportation system that makes it easier to choose sustainable transport options. It is noted that at present there are no services to Chippenham or Trowbridge on Sundays/Bank Holidays.
		Current constraints/local concerns • Confluence of A350 and other radial routes (A365, A3102 and B3107) causes significant peak hour congestion and delays particularly in the central section of the A350 through the town.	
			Train and Rail Services A recent successful campaign by the Trans Wilts Community Rail Partnership has resulted in there are now being eight trains daily in each direction from Melksham Station. The plan is for the doubling of this service to every hour in the future. This may well require investment in additional rail infrastructure.
		• Future development growth may increase pressure on the A350 through Melksham and at congestion hot spots such as Farmers Roundabout. This in turn may lead to further rat running through residential and rural roads.	Agreed that there is currently a poor environment around Melksham rail station. Joint working between TransWilts Community Rail Partnership, Network Rail, Great Western Railway and Wiltshire Council has produced an ambitious and detailed master plan for the Melksham station site. The longer-term plan for the Station is summarised as:
		• While the TransWilts train service has been significantly improved over the past few years, it is still only a two-hourly service between Westbury and Swindon. • Currently poor environment around Melksham rail station and walking routes to town centre.	1. Conversion of redundant building into a café 2. Extension of the car park 3. Reconfiguration of carriageway/footpath in order to add a bus stop 4. Shared use pathway, pedestrian and cycle route to Foundry Close 5. Stepped station access from Bath Road.
		Opportunities • Current joint working between TransWilts Community Rail Partnership, Network Rail, Great Western Railway and Wiltshire Council to develop	Phase 1 & 2 of the Plan was implemented in 2020 to include new platform signage, destination indicators, increased parking, electric vehicle charging, cycle storage and the community cafe. **Traffic Congestion and A350 By-pass**

	and enhance Melksham rail station, forecourt, parking and facilities. • Further development and delivery of an A350 Melksham bypass could relieve peak time congestion and delays. • Bypassing Melksham could also reduce severance between the town centre and areas adjacent to the A350 (including the rail station and recent supermarket developments), create an opportunity to re-design the existing A350 corridor through the town, and support efforts to regenerate the town centre. • An agreed Melksham rail station masterplan that facilitates joint working between TransWilts Community Rail, Network Rail, Great Western Railway and Wiltshire Council to develop and enhance Melksham rail station, forecourt, parking and facilities.	Melksham Councils support the efforts of Wiltshire Council to progress the delivery of the by-pass, particularly in order to reduce traffic congestion on the A350 and to enable the accommodation of sustainable development in the town and the parish. **E-Vehicle Charging** The JMNP supports the provision of infrastructure to facilitate an increase in low or zero carbon emission vehicles. Policy 4 in the JMNP requires new residential development with on-plot parking spaces/garages to provide charging technology for low emission vehicles. The policy encourages the same provision in new employment, leisure and retail development. **Other** Melksham Town Council are progressing a movement strategy entitled 'Priority for People: Melksham 2021'. This strategy will look at movement in the town and beyond. Emerging themes to this strategy are set out below: A connected community: the broadening of links across the community area, with a focus on access to key services and the promotion of alternative means of transport to the car, including public transport and bicycles. - A safer community: the creation of a safer environment for pedestrians and cyclists across the town as a whole, within the villages and across the community's network of roads and paths. - A welcoming town centre: the development of a high-quality public realm and effective traffic management project within the historic heart of the town. - Planning for the future: a strategic study of how the town and villages are likely to evolve; of the impact that change will have on the volume and type of traffic using the town and community area roads; and of what actions are needed to address continuing problems and adverse impacts.

If you have any further comments you wish to make, please detail them below.

All evidence documents for Melksham Neighbourhood Plan can be accessed at www.melkshamneighbourhoodplan.org

Future notification

I wish to be notified of any future updates relating
to the Local Plan Review: YES: | X | NO: | |

Clicking yes will add you to the planning policy contact database. This will mean you are
kept informed of any future planning policy updates and consultations.

Further information on how the Spatial Planning Department treats your personally
identifiable information can be found by reading the privacy notice available via the link
below:

https://www.wiltshire.gov.uk/planning-privacy-notice

Here you will also find information about how and why your data may be processed and
your rights under the Data Subject Information Notice section further down the page.

Signature: Teresa Strange   Date: | 02.03.2021 |

Thank you for completing this form.

Data Protection

Wiltshire Council has a duty to protect personal information and will process personal data in
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only be used for the purpose of the Wiltshire Development Framework. It may also be used
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