

6 April 2026

Wiltshire Planning Department

County Hall

Bythesea Road

Trowbridge

BA14 9PG

Dear Sirs,

Planning Objection Summary – Wain Homes Application PL/2026/01383

Case Officer Julie Mitchell

Site: Land at Blind Lane, Southwick

Objector: Resident of Blind Lane (43 years) & former Neighbourhood Plan Steering Committee member (8 years)

1. Conflict With Adopted and Emerging Planning Policy

1.1 Outside Settlement Boundary / Unsustainable Location

This arable site has been producing a variety of good crops every year for over 45 yrs., it lies **outside the Southwick settlement boundary** and was previously refused (16/12279/OUT) for being an **unsustainable, large-scale encroachment into open countryside**, contrary to **Core Policies 1, 2, 29** and **NPPF principles**.

No material changes have occurred since 2017 to alter this assessment. Too much farmland is being lost to solar farms and developments, with an escalating population this country needs to produce more food. Being dependent on food shipped in from other countries, will not be sustainable during in food shortages due to climate change, natural disasters, or if war breaks out.

1.2 Neighbourhood Plan (Adopted 2021; Update in Progress)

- The adopted NP **does not allocate this site** and explicitly rejects large-scale development as unsustainable.
- The NP update (to 2036) had already identified **sufficient alternative sites within the settlement boundary**, including the large brownfield site at **100 Frome Road (SHLAA 3341)**.
- Southwick's additional housing requirement to 2036 is **<30 dwellings**, already met through allocated and consented sites.

Conclusion: There is **no identified local housing need** for a 90-unit greenfield scheme.

2. Sustainability and Lack of Local Facilities

Southwick has **very limited services**:

- No supermarket, GP, pharmacy, post office, petrol station, dentist, secondary school or hospital.
- Only one small shop with minimal provisions, stocks no fresh meat, vegetables or fruit.
- Very few employment opportunities in Southwick or in Trowbridge the nearest town and no signs of this improving.
- Village Playing Field taken up by football pitch and cricket pitch, leaving only a small area of play equipment for young children, nothing for older children or adolescents.

Residents rely almost entirely on **private vehicles** for work, education, food shopping, healthcare and leisure.

This directly conflicts with **NPPF 110–115**, which require development to be located where sustainable transport choices exist.

3. Public Transport Deficiencies

- Only one bus route (Faresaver) along the A361, with **infrequent services**, limited hours, and **no viable value fares** connections to Bath, Bristol, Devizes or Swindon run by different companies.
- Bus stops are **more than 400m from the site**, contrary to accessibility guidance.
- Travel to nearest general hospital RUH, Bath requires **three separate buses each way**.

- No buses after **18:28**, limited services Saturdays/no Sunday service making commuting to jobs impractical, for shift/evening and weekend workers.
- No buses to access cinemas, theatres, entertainment evenings in Trowbridge or Frome
- No safe cycleways in the village and can't see how they can be allocated along the A 361. The pedestrian footpath beside the A361 is narrow at the top of Furze Hill, resulting in pedestrians walking in opposite directions, having to step into the road on a blind bend. **So unsafe!**

Conclusion: The site cannot support sustainable travel patterns.

4. Traffic, Highway Safety and Flawed Transport Assessment

4.1 Existing Congestion

- The A361 and Wynsome Street experience **severe peak-hour congestion** including endless HGV traffic and frequent police-directed diversions.
- Blind Lane being off Wynsome Street already used as a **rat-run** to avoid A361 queues. Notices placed in Blind Lane during diversions earlier this year stating the lane was unsuitable and HGV's, were ignored and made no difference.

4.2 Blind Lane Constraints

- Narrow single-carriageway lane with on-street parking, school traffic, agricultural vehicles and horse riders. Vehicles parked opposite the development site difficult for wide vehicles, such as bin lorries, HGV's, combine harvester, tractors towing heavy trailers difficult to manoeuvre around.
- The proposed access opposite and between entrances to Southfields and Hollis Way, creating a **complex and unsafe junction arrangement for construction vehicles pulling onto the site** and during school traffic periods.

4.3 Flawed Traffic Survey

- Monitoring was undertaken only at **lamppost 7**, missing the majority of school-related traffic in Blind Lane entering Hollis Way.
- Survey period (first two weeks of July during summer months) **under-represents typical traffic volumes**.

4.4 Pedestrian Safety

- No footpath proposed along the site frontage.

- Children would need to cross Blind Lane at peak time school traffic and **poor visibility** due to parked cars.
 - A controlled crossing would likely be required.
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5. Education Capacity

- Southwick Primary School only has 210 places and is on a **1-hectare site that cannot be expanded** (as confirmed in earlier Wiltshire Council responses).
- Multiple nearby developments (Southwick Court Fields, Upper Studley, Wesley Lane, Goose Street) in catchment area of Southwick School. This side of Trowbridge already under pressure.
- Nursery and primary places in this part of Trowbridge are **at capacity**.
- Ashton Park schools (originally relied upon) are **delayed** and not within 2 mile safe walking distance for Primary children.

Conclusion: The development would worsen an existing shortfall in school places.

6. Flood Risk and Drainage

- The site forms part of **SHLAA 3271**, identified as **Category 2–3 floodplain**.
- The watercourse at the bottom of the site is part of the Lambrok stream and has **repeatedly overtopped** (2023, 2024, near-miss 2025/26).
- Photographic evidence shows **surface water and flooding on the site** (Jan/Nov 2023, Sept 2024; Dec 2025).
- Existing drainage in Blind Lane is **frequently blocked**; Wessex Water has confirmed ongoing issues with residents. This includes a drain on the development site.
- No evidence is provided that the sewer network can accommodate **90 additional dwellings**.

Conclusion: The attenuation proposals do not address extreme rainfall events or cumulative impacts on downstream properties.

7. Ecology and Biodiversity

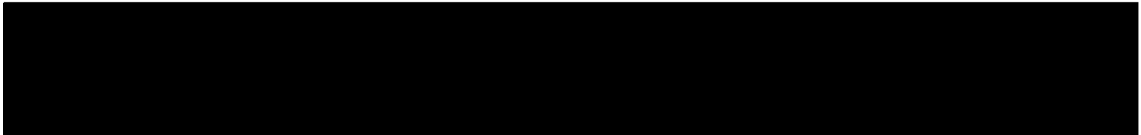
- The site is used by **birds, bats, egrets, herons, kingfisher, deer and diverse wildlife species**. Impact of lighting on the development site questionable.

- No clear demonstration of compliance with the **Bradford-on-Avon SAC** or **Trowbridge Bat Mitigation Strategy**.
 - **Biodiversity Net Gain is not achieved**, contrary to statutory requirements.
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8. Hedgerows, Landscape Impact and Visual Amenity

- The hedgerow along Blind Lane is a **significant ecological corridor** and currently over 4m high.
 - Highways VISIBILITY REGULATIONS would require hedgerow no more than 600 mm high (43m in each direction) and 2.2.4 metres back from the carriageway. **Nowhere is the hedgerow 2.2.4 metres back from the highway!**, so contrary to the Design & Access Statement.
 - Loss of hedgerow would:
 - Remove wildlife habitat
 - Expose existing properties with no visual screening from the development
 - Urbanise a rural lane
 - Increase overlooking from the M4-2/M4-3 compliant and 3 bed on plan being too close to boundary hedge, impacting light and privacy to 32, 30, 28 Blind Lane opposite site.
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9. Housing Mix and Social Housing Clustering

- Affordable and intermediate units are **clustered**, contrary to the Design Code (12.19).
 - Local housing need is primarily for **affordable bungalows** for older residents to downsize, not additional family housing.
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10. Inconsistencies in the Application

- Pre-application advice referenced **75 dwellings**, yet the application proposes **90**, close to the previously refused 100-unit scheme.
- Statements regarding highlighted views, hedgerow height, trees and ecological features are **factually inaccurate**.

Overall Conclusion

The proposal represents **unsustainable, unjustified, large-scale greenfield development** outside the settlement boundary, contrary to the adopted Neighbourhood Plan, Wiltshire Core Strategy and the NPPF.

It would significantly worsen traffic, flood risk, school capacity, ecological harm and landscape character, with **no demonstrable local housing need**.

For these reasons, the application should be refused.



Enc. Supporting photos of surface water and flooding taken of the development site 14 Jan 2023, 20 Nov 2023, 5 Jan 2024, 18 Feb 2024. 23 Sept 2024, 18 Dec 2025.

Photo of 32 Blind Lane and 30 Blind Lane taken from the front of the hedgerow bordering the development site and Blind Lane. Very small windows in 30 Blind Lane.

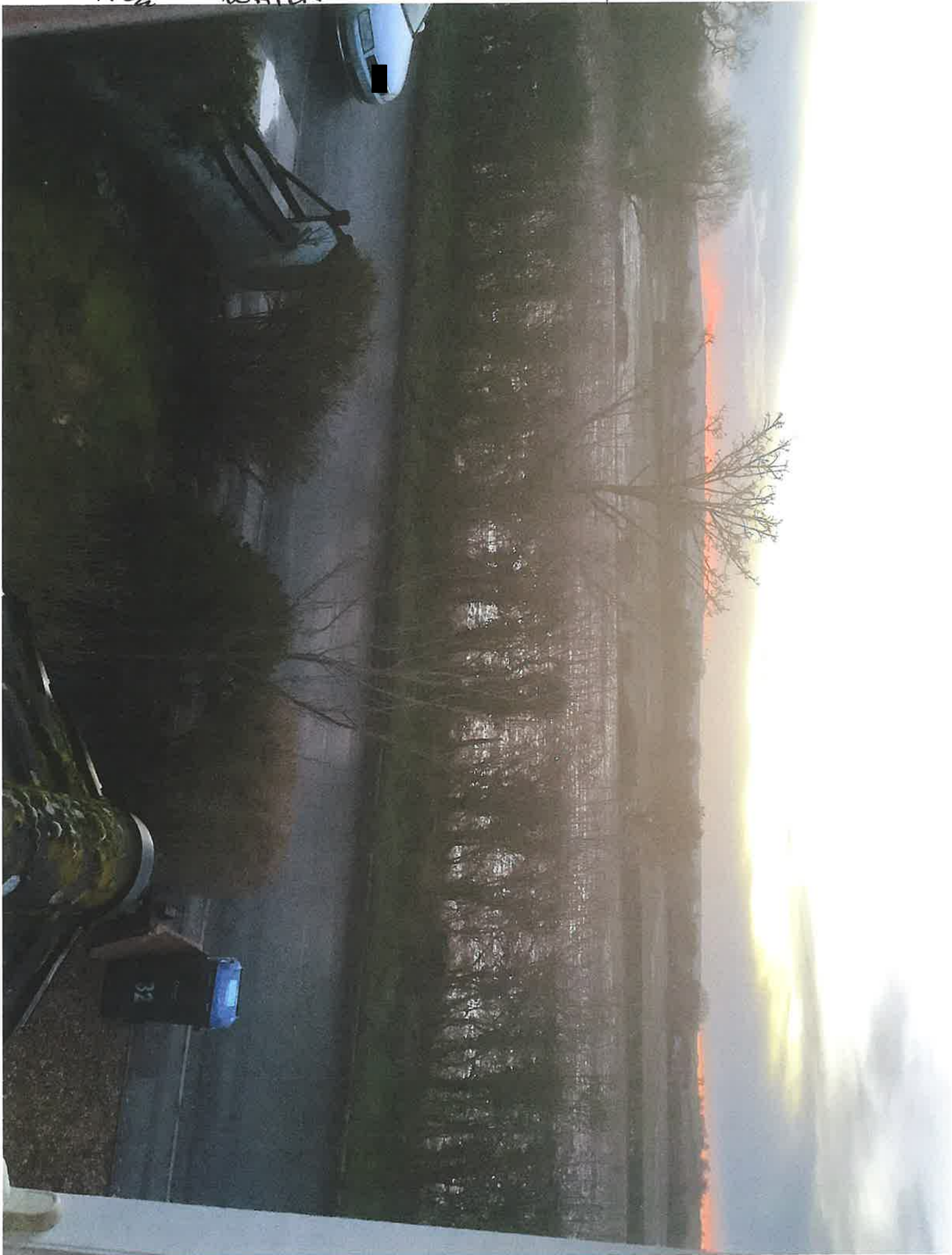
BOTTOM OF SITE 14 JAN 2023



SURFACE WATER 20TH NOV 2023



VIEW ACROSS
SITE SURFACE WATER TH JAN 2024



BOTTOM OF - 18 FEB 2024
DEVELOPMENT SITE



CROP MAIZE 23 SEPT 2024



SURFACE
WATER

18 DEC 2025.

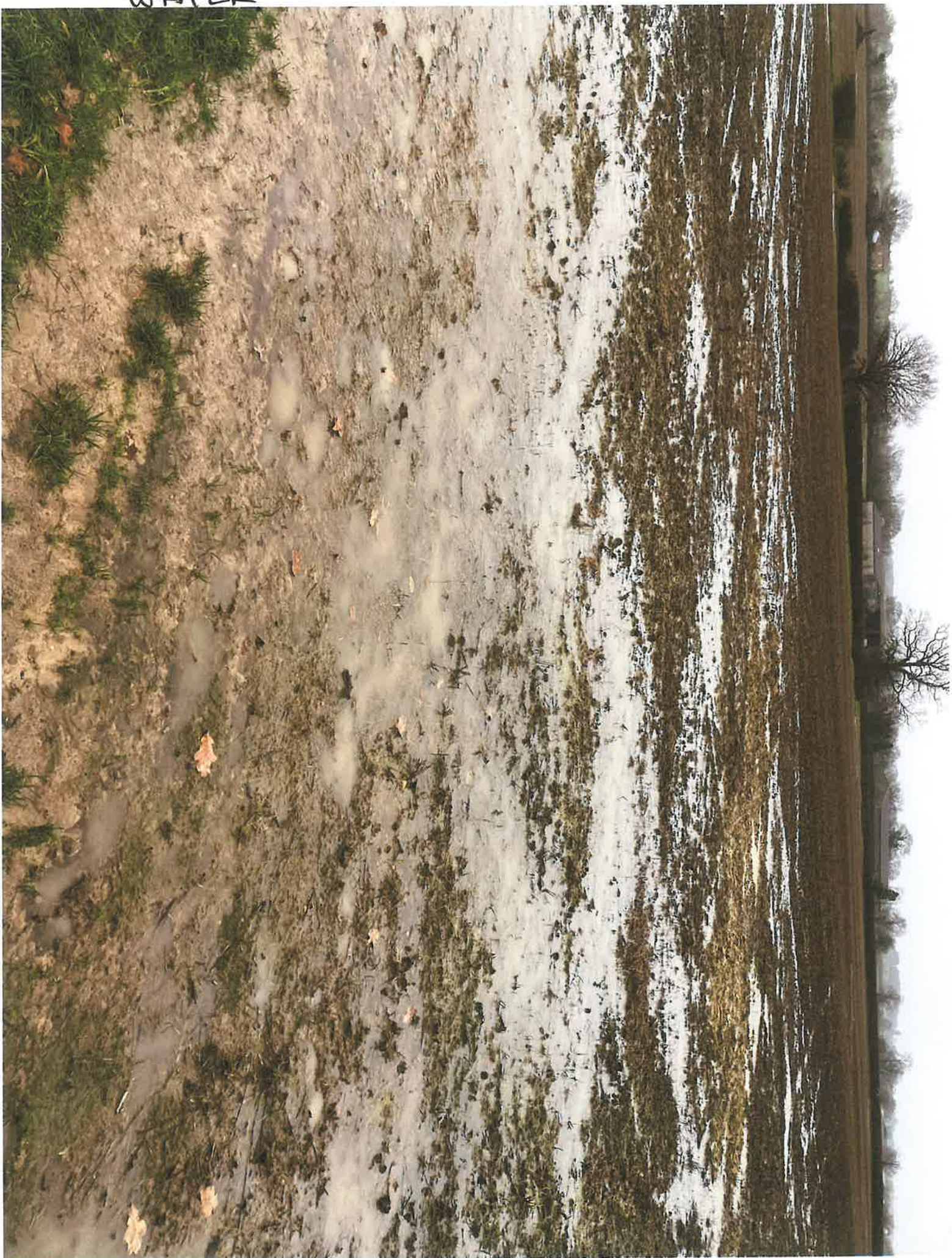


PHOTO TAKEN FROM HEDDERROW BORDERING BLIND LANE.
OF 32 BLIND LANE ON LEFT, COTTAGE 30 BLIND LANE
SMALL WINDOW

