

FAO: James Webster
Wiltshire Council Planning Department

By email to: developmentmanagement@wiltshire.gov.uk

18 May 2026

Your Reference: PL/2026/024542
Our Reference: RT/T5313-1

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Dear Sir/Madam

PLANNING OBJECTION

Application: For the discharge of conditions 9 (Details of a shared walking/cycling route), 10 (Details of a signal-controlled Puffin Crossing off Eastern Way) and 11 (Details of a widened footway along Sandridge Common Road) (reference: PL/2026/024542)
Site: Blackmore Farm, Sandridge Common, Melksham, SN12 7QS

We are instructed by Thomas and James Stainer of T & J Stainer Limited who own land at Snarlton Farm, Melksham, immediately South of the Site. Our Client objects to the application for the reasons outlined below.

A reserved matters application has also been made by the applicant for discharge of Phase 1 reserved matters under reference: PL/2026/01555 which is being dealt with by Steven Simms. We are also instructed to object to that application on the basis of the sewer plans.

1. Condition 9

1.1. Condition 9 states:

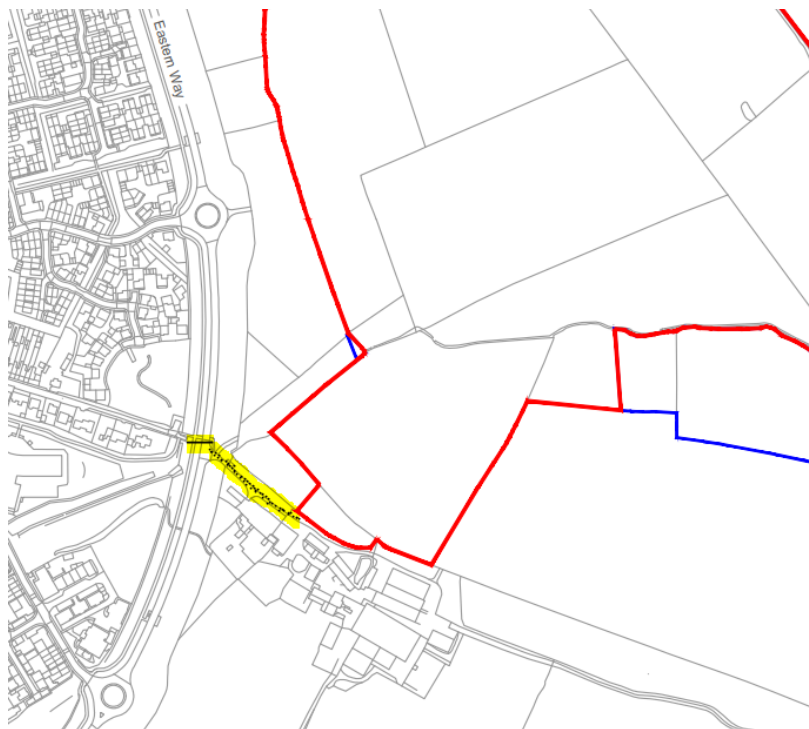
Prior to commencement of the construction of the development full details of a shared walking/cycling route along the alignment of Bridleway MELW41 from the site access on to Bridleway MELW41 to Eastern Way in accordance with drawing ITB12069-GA-033 rev E (contained in the Transport Update Note section 'Other Drawings') including all necessary permissions, shall be submitted to and approved in writing by the Local Planning Authority. The shared walking/cycling route shall thereafter be provided in full prior to the occupation of the 325th dwelling on the site and maintained as such thereafter.

REASON: To ensure walking and cycling accessibility between the site and the western side of Eastern Way.

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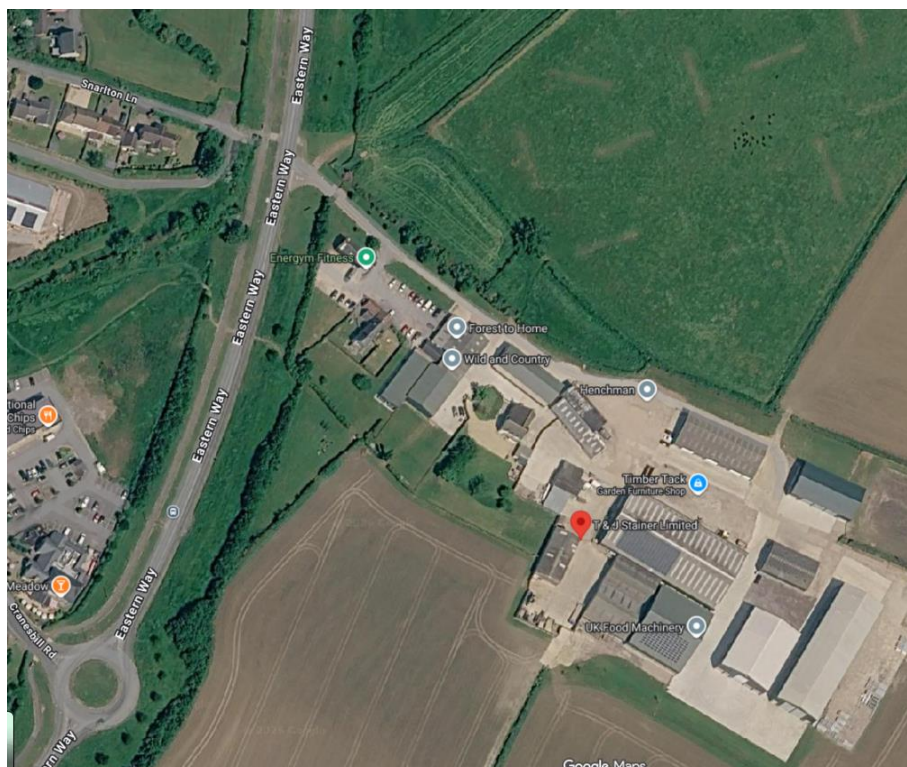
- 1.2. Condition 9 required the applicant to submit details of all necessary permissions for the shared walking/cycling route. No such information has been provided.
- 1.3. Whilst we appreciate that land ownership / property matters are not usually the concern of the local planning authority, the wording of the condition makes it clear that permissions needed to be addressed. In this context, that includes any necessary consents of third party landowners.
- 1.4. It is understood that the s106 agreement provided a financial contribution for this footway/cycleway in order that it be delivered by the Council. As such, the Council needs to satisfy itself that it is able to deliver the full width of the footway/cycleway without utilising third party land.
- 1.5. The submitted plans suggests that the applicant is asserting all works fall within the public highway. The applicant does not believe that to be the case. In particular the width of the bridleway is unlikely to be sufficient to deliver the requisite width required for a compliant footway/cycleway. It is therefore requested that the Council require the applicant to deliver the necessary overlays between the bridleway plans held by the Council's historical records and the title plans for our Client's land. In particular our Client considers there is likely to be a strip of land sitting between the applicant's land and the bridleway owned by our Client. The ownership of the hedge has not been demonstrated by the applicant. In the event any works are required on our Client's land to deliver the proposed footway/cycleway, the Council/applicant will be unable to deliver it. As such, it is important that the Council grapples with these issues of land ownership to ensure the proposal is deliverable.
- 1.6. The applicant has omitted various site features from its plans including:
 - a red line to indicate its ownership - necessary given the condition requires the footway/cycleway to access the Site;
 - an outline of relevant third party land - in this case our Client's land should be been shown on the plan within which the bridleway sits. This is an important requirement given the condition requires the footway/cycleway to set out permissions required;
 - the existing accessway used by the businesses occupying our Client's land at Snarlton Farm;
 - our Client's existing access and visibility splays to Snarlton Farm business park utilised by several commercial tenants.
- 1.7. An indicative plan showing the indicative route of the footway /cycleway over the bridleway which sits on our Client's land is shown below highlighted in yellow:



- 1.8. In any event, the route from the Site requires removal of a gateway between our Client's land and the Site. A photograph of this gateway is below:



- 1.9. No consent has been given by our Client to alter the boundary to enable access from the applicant's land to the bridleway.
- 1.10. The Council should note that our Client previously completed a section 31(6) declaration (under the Highways Act 1980) to confirm that there are no new public rights of way have been or will be dedicated.
- 1.11. Our Client's primary objection to the discharge details is the safety concerns. The route of the footway/cycleway runs down the accessway of our Client's land. This is used by several businesses and commercial tenants to access commercial units at Snarlton Farm. In particular, the access is used regularly by artic lorries coming to and from our Client's land. An extract from google earth below shows the access off Eastern Way into Snarlton Farm.



- 1.12. The bridleway and accessway for Snarlton Farm is an unlit route. During the winter months and in the evenings, the safety of pedestrians and cyclists will be exacerbated by this. Artic lorries utilise the access throughout the day and as such our Client is concerned about incidents between vehicles and footway/cycleway users occurring. Lighting would be essential for the safety reasons outlined. This would require electricity to be installed in the bridleway which would require our Client's consent as owner of the sub-soil beneath the bridleway.
- 1.13. Tree works have been indicated on the bridleway. It is clear that such well-established trees will not be capable of relocation and would therefore need to be removed. No environmental reports have been submitted to cover these impacts and the necessary mitigation (such as a tree survey, arboricultural impact assessment, ecological survey and mitigation). The trees fall outside of the ownership of the applicant. As such, we request the Council require these to be provided by the applicant.
- 1.14. Our Client respectfully requests that the planning officer and highways officer visit the Site to consider our Client's concerns further.

1. Condition 10

1.1. Condition 10 states:

Prior to commencement of the construction of the development full details of a signal-controlled Puffin Crossing off Eastern Way in accordance with drawing ITB12069-GA-056 rev A (contained in the Transport Update Note section 'Other Drawings') shall be submitted to and approved in writing by the Local Planning Authority. The Puffin Crossing shall thereafter be provided in full prior to the occupation of the 150th dwelling on the site and maintained as such thereafter.

REASON: To ensure safe and convenient crossing of Eastern Way is provided for pedestrians and cyclists in the interests of highway safety and sustainability

- 1.2. Our Client's primary objection to the discharge details for this condition is that it is located in close proximity to our Client's commercial access for Snarlton Farm business park. As stated, this accessway is regularly in use by artic lorries going to and from Snarlton Farm.
- 1.3. The plans should have shown the existing commercial accessway given it is fundamentally important to assessing safety and highways impacts. A photograph of the access, Snarlton Farm signage and kissing gate is below which puts in context the proposal.



- 1.4. Given the proposed location of the puffin crossing, it is clear that the highways impacts will be significant for highways users; both Snarlton Farm users and members of the public. In

particular, artic lorries are unlikely to be able to manoeuvre safely to and from the Site, causing traffic and disruption to the highway and safety issues for those utilising the puffin crossing.

- 1.5. A swept analysis should be required by the Council to support its location taking into account artic vehicular movements along with the updated plans for a new location further away from Snarlton Farm business park access.

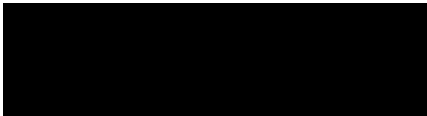
2. Actions requested:

2.1. It is respectfully requested that the Council:

- Requires the applicant to update documents submitted to include land ownership, our Client's access and visibility splays;
- Requires the applicant to provide supporting environmental mitigation documentation to support the removal of the seven trees and hedges entailed in the delivery of currently proposed footway/cycleway;
- Requires the applicant to provide overlays of bridleway plans against title plans and all "permissions" as required by condition 9 to assess deliverability of the proposal by the Council;
- Requires the relocation of the puffin crossing further away from Snarlton Farm business park to allow for arctic vehicular movements to enter and leave safely, minimising highways impacts;
- Carry out a site (planning officer and highways officer) to properly assess the impact of the detailed proposals.

We look forward to hearing from you.

Yours sincerely,



Thrings LLP