

Planning Application PL/2026/02443 Comments

From Chris & Jo Kay



Dated

We object to the following Development by C G Fry for the following reasons as outlined below:

Statutory Laws, Regulations, Guidance, Protocols, Past Decisions other Interested Parties

We are amateurs when confronted with complex applications, and look to our elected bodies to explore all avenues of our concerns from that perspective. However, the following lists informs and details the reasons for why the application should be refused.

West Lavington Neighbourhood Plans

Wiltshire Core Strategy

National Planning Policy Framework (NPPF)

MOD Protocols Regulations regarding safety towards communities/ public

Ecological and Biodiversity rules and regulations

English Heritage

National Trails (England & Wales)

Recent History of Neighbourhood Plans.

These show that the proposed development would be outside the villages boundaries for sound reasons. In addition, the Parish Council has more than met housing development requirements within the wider county development plans for some years, that do extend well into the the 2030's. This was widely discussed in the village, including public meetings. It has been well documented in the public domain and recorded with Wiltshire Council.

County development is widespread, with substantial housing taking place in Salisbury, Trowbridge, Melksham, Devizes and Chippenham, all of which provide better travel links and employment opportunities than West Lavington.

The Proposed Development

Currently, between Rickbarton and 42 High Street, on the right hand side of the road to Salisbury there are some 65 to 70 dwellings. The proposed development is 47, therefore the increase in new housing is around 70%, which has a huge impact on existing infrastructure. This is substantial and lop sided and will have a major impact on the nature of this part of the village. Currently the existing housing is within a Conservation Area.

Such a small, imbalanced development creates a number of issues under the following headings:

1. Infrastructure input and outputs

1.1 Roads and Safety of individuals, using Roads, Footpaths and Pavements

1.2 Footpaths

1.3 Electrical and Internet Connections

1.4 Water and Rainfall and consequences thereof

1.5 Vehicular Access and Egress, Parking

2. Privacy and Noise

3. Conservation and Ecological Aspects

4. Education and Leisure Facilities

5. Ministry of Defence Safety Protocols

6. Tens of tonnes of Manure storage since around 2018

7. Sustainability Concerns

8. Miscellaneous

1.1. Detailed Comments on Roads

- 1.1.1 It is quite likely that there will be in excess of 100 cars using this development regularly, maybe more, if potential residents have older children living with them due to their inability to buy their own houses. In addition there will be visitors. Entrance to the site, via White Street will need thoughtful care as the A360 is a very busy road, with poor visibility. The proposed pavement suggests to drivers that pedestrians are safe, however, there are no further pavements in White Street creating an initial illusion of safety. Using Rickbarton, All Saint's Lane and Church Lane would be dangerous, as they are narrow, have no pavements for pedestrians, resulting in danger to all users. In addition Rickbarton and White Street are an integral part of An Ancient Footpath, the Wessex Ridgeway that ends in Lyme Regis.
- 1.1.2 Exiting the development using Rickbarton, All Saint's Lane and Church Lane is dangerous and will cause accidents. Excess speed is well documented as causes of increased injury and death on our roads. Joining the A360 would need considerable care as speeding is common feature. Wiltshire Police have used Speed cameras in this area and would have detailed evidence. Using White Street as an exit is quite dangerous, especially as the traffic volumes will increase substantially. Devizes bound traffic accelerates after exiting the double bend by Duck Street, it is a blind spot for using White Street drivers. A 360 traffic has an average speed of 34 mph, according to a recent survey. This is an understatement, as cars are parked on the road near our house quite often. This slows traffic both ways and would impact the average speed, to give slower average speed. The range of speed would help to provide more concrete evidence of dangerous speeding. I have witnessed excessive, potentially dangerous speeds whilst looking after our front garden as it only accessed on the pavement.
- 1.1.3 The adjoining farmland is productive, usually with grain production. Heavy and very large farm equipment needs to access the fields, And grain production needs to be moved, now by articulated lorries, that will need to reverse into the grain holding facility. This creates another high risk activity.
- 1.1.4 The graveyard is used regularly and people often park on White Street. Church Weddings and services are a regular occurrence, which requires a need for parking. People often park on White Street to take dogs for walks, again with the increased volumes of traffic increases the risk factors to much higher levels, including pollution levels. And people do park around the Yew tree by the "track" entrance, which of course is part of the Wessex Ridgeway.

- 1.1.5 It is unlikely these high level risks can be mitigated without considerable redevelopment, that would have serious impacts on the nature of the village. If they did take place it would benefit the motorists, who would be encouraged to think they can drive faster.

1.2. Detailed Comments on Footpaths and Pavements

- 1.2.1 The only pavement in White Street will be the one installed by the developers, which is only useful to the new residents of the proposed estate. It will increase risk to existing and new users.
- 1.2.2 The footpath behind our house, no 48, extends beyond Dauntsey's school to the north and beyond Warren Farm, to the south, towards Gore Cross, the Ranges and connects to Strawberry Hill paths and the Ancient Wessex Ridgeway footpath, that goes to Lyme Regis. It extends the National Trail to the South West. It is a well used footpath, at all times of the year, and should be considered as a considerable asset. The real difficulty, for users, in when it adjoins White Street, is increased volumes of traffic, which will increase the risk factors to a much higher level of. Many users are families, with young children on bicycles and walking.
- 1.2.3 Another group of users of White Street and the Warren Farm route are people exercising their horses. This happens most days of the week, as they go past our house on the main road. Increased traffic volumes will result in much higher risk factors.
- 1.2.4 The footpaths surrounding the development are to be widened. All house owners from 44 to 56 High Street purchased extra land and had the footpath relocated some years ago, resulting in the requirement to plant hawthorn hedges. These are to be maintained by us on a regular basis. If the development goes ahead are the Council going to insist that these new hedge boundary is going to be maintained by the new residents. How will they do that?
- 1.2.5 The widening of the footpath sounds very community friendly, however, it is likely that bikes users (maybe scrambler motor bikes*) will feel encouraged to use the footpaths. Any public reminder of footpath use only will be easily ignored by such user. *Scrambler motor bikes often access Strawberry Hill / Warren Farm Lane and beyond for pleasure purposes.
- 1.2.6 The notion of renaming our land as The Beech Walk is rather disingenuous. After all the proposed development is building garages up to the boundary of the footpath and houses around 1 to 2 Metres thereafter. So the contribution to the development is the name, The Beech Walk: it insults our intelligence.
- 1.2.7 Given that the development can build up to the boundary hedge, we can no doubt consider, Greenhouse, sheds, garages, summer houses and almost any other structure to our boundary line.

1.3 Detailed Comments on Electrical Supply

- 1.3.1 Currently, our Electrical, Internet, and Phone supply is via overhead cables. And we suffer from random supply cuts for no apparent reason(s). And over a 70% increase in housing supply may well result in more supply deficiencies. Therefore supply may be compromised, due to 70% increase in housing.
- 1.3.2 What and where are the main connection points to this new development as no doubt they will be underground? Will our existing land be encroached to do this? Will the main road be dug up?
- 1.3.3 Will the Internet supply be compromised at time it does drop out randomly?
- 1.3.4 Faith in Utility companies is at an all time low, and, frankly trust in what they promise is rather flaky

1.4 Detailed Comments on Water Supply/ Runoff

- 1.4.1 How and where is the water supply connections to the site ? Will the main road be dug up? This will result a patched main road and lead to a quicker decline in its road worthiness. The road has heavy lorries using it daily so any degradation will be increased considerably.
- 1.4.2 The exit for foul water is to be down number 54 drive. It is a cheap option that is imposed. The connection will mean digging up the main road to join the main sewer. Interference with a newly laid road will mean its life will be reduced and result in pot holes appearing sooner. That is unacceptable.
- 1.4.3 In times of heavy rain, which is becoming much more frequent these days, the main sewer man hole cover, by the Home Farm entrance, has been pushed up some 4 inches floating on a fountain of water. Consequently the main road was covered in sewage and given the speed of the traffic resulted in fine spray covering our houses. Such events are made worse by the long dry spells we currently experience. The ground become very hard and does not absorb water easily, leaving it to meander wherever it wants. We can have substantial rainfall after prolonged dry weather that provides me with the experience of digging my garden to discover the earth has only absorb perhaps 1 to 2 inches into the ground. Any further down is very hard and bone dry.
- 1.4.4 When it rains the road gutters become quite full even with “ normal’ rainfall and road spray in widespread. However, with storm force rainfall the gutters are more like streams, halfway to the peak of camber of the road. The road becomes the natural drainage route from Strawberry Hill to the Market Lavington/Westbury cross roads. In addition, the natural lay of the land aids the flow Dauntsey’s School fields, Orchard Close and Sunnyside. A similar runoff occurs from the road on Strawberry Hill via White Street and Church Lane. The over 70% in proposed development can only increase the amount of water considerably.
- 1.4.5 In the 2000’s during a heavy storm formed a stream across the proposed development, which resulted in considerable run off water entering out gardens at 48 and 50 High Street. Our gardens are at a lower elevation, which was worrying. It obviously followed the natural course.
- 1.4.6 The building of 47 homes will reduce the natural drainage and create flow from drives and houses. The is likely to be an additional burden on existing drainage infrastructure, that can only make matters worse, with more severe flooding.

1.5 Vehicular Access and Egress, Parking

- 1.5.1 Vehicular access and egress has been discussed above.
- 1.5.2 Whilst it is claimed that sufficient parking is available on the proposed site, increasingly, partners have a car each, and over 18 children are likely to acquire a car more readily these days. Some families may wish to park up camper vans, and some may well have company/self employed vans. And all dwellings will have visitors, more likely at the weekends. The site cannot accommodate all these possibilities and in some cases nor should they, particularly with vans and campers type vans. Given that pedestrian access is going to allow entrance to the footpath that exits in Orchard Close, it would not be unreasonable to suggest people may park in Orchard Close and on the main road, up and down from the Churchill Arms, possibly on both sides of the roads, if parking becomes onerous for those short term users of the proposed development. Some time ago, when the Manor House had an open day, visitors parked opposite our houses, from the Churchill Arms to the Manor House. It was truly chaotic, articulated lorries were mounting the pavement outside our houses to try and force a way through. As a result I called the Police out as things were getting rather angry and out of hand.

- 1.5.3 In addition, annual open days at the Manor House will cause extra serious parking and traffic problems for entrance and exiting White Street, as a nearby field is used for parking, causing significant extra risk. The annual event is an excellent opportunity to showcase a major part of this village history, and inform visitors of cultural and ecological importance. It also has visitors at other times of the year, which may result in similar problems.

2 Privacy and Noise

- 2.1 The development is at a higher elevation than our houses, meaning they will look down on into our gardens, resulting in a loss privacy, including garages up to the fencing boundary.
- 2.2 The proposed development is not a development that relates to the nature of existing housing. It is, in effect a standard set of variable designs that, claims to meet local requirements. It fails the test to fit in, especially as parts of it are visible from the main road.
- 2.3 There is likely to be more noise pollution, simply from 47 families, with a loss of countryside peacefulness of nature.
- 2.4 What is the collective noise levels of heat source pumps? A constant hum will be irritating to existing residents and detrimental to the surrounding wildlife, birds and insects ect..

3 Conservation and Ecological Aspects

- 3.1 The development is an encroachment of the Conservation area. In no way does it enhance the existing area, but simply becomes an addition just stuck on, that is not in keeping with the notion of the villages historical past.
- 3.2 Bats have long flown along our back gardens using it as a "Flight Corridor" at dusk, although I have not witnessed any in the past 2/3 years. That is not to say they will not return.

4 Education and Leisure Facilities

- 4.1 The number so children living on the proposed development will have an impact on preschool, infant and primary and secondary places. I would have thought it may well result in more classrooms, teachers, teaching assistants, play space and collective space such as main halls. Generally preschool places are at a premium in most towns locally. This is an extra community cost.
- 4.2 There are no leisure facilities this side of the road, and young children should not cross this main road to go to school of the local playing field, without being supervised. It is simply too dangerous due to speeding cars. Therefore a proper pedestrian crossing would be in order.
- 4.3 Lack of facilities will encourage children to explore the lane, footpaths, fields and ranges nearby, via Warren Farm Lane footpath and Strawberry Hill Lane. It is all very well for the Mod to have signs saying Private/Danger Keep Out. To children it is more likely to allow curiosity "what is in there? Let's find out?" It is a high risk factor to consider, especially as it is a live firing range and heavily used.
- 4.4 The play and village hall facilities over the road would need to be enlarged: young children's play areas and equipment, football pitches, maybe a basketball area, a bigger cycle track, more rooms, to accommodate, say, more youth activities, plus larger personal hygiene facilities. This is a further external cost to the community. The downside is, if the development went ahead, then everyone becomes disadvantaged. It is a lose/lose situation, with the possible loss of significant developmental opportunities of providing a good framework for children to progress to reasonably responsible adults

5 Ministry of Defence Safety Protocols

- 5.1 Some 200 to 300 metres from our back gardens exists a regular flight path for Chinook and Attack helicopters. Sometimes they in formation of around 4 to 6 in number, sometimes just one. The Chinooks also can and do, carry equipment slung under the helicopters. They swoop over Strawberry Hill, fly at low levels over the fields behind Dauntsey's School towards the Railway line, turn left towards other parts of Salisbury Plain. At other times other military aircraft use this flight path. When joint Nato exercises take place it is not uncommon to find jet aircraft flying at really low level. This increases the risk factors to the wider community.

6 Manure Storage

- 6.1 Tens of tonnes Manure was dumped in the field around 2018. This was on the South Western edge by the footpath. My understanding that no notification to the Parish Council took place. Surely some mitigations need to be undertaken regarding the polluting effects of such material. And did it have an impact on any Ecological aspects of the area, and upon the proposed developments. There used to be animal tracks through various parts of the field prior to the dumping, seen by trodden down grass. The tracks stopped being used soon after the dumping and was left to become overgrown with weeds, tall grasses and becomes a fire risk in summer months. This risk could be quite dangerous as we all have oil storage for heating purposes.

7 Sustainability Concerns

- 7.1 Employment and travel opportunities are very limited locally. Some new residents maybe self employed, whilst many will seek jobs, some distances away. Local transport will not accommodate shift work patterns, weekend working, bus/rail links, so most people will rely on cars. Shopping and leisure activities will require transport. This will be certainly car use.
- 7.2 It does not fit in with the notion of sustainability, as laid out by Wiltshire Council.
- 7.3 Extra traffic volumes will increase carbon emissions, and wear and tear to existing road structures. It may well increase the need for additional infrastructure improvements elsewhere on the road network.

8 Miscellaneous

- 8.1 Fry's claim in their submission that a major reason for the development is that Wiltshire Council have not met building numbers over the years. Whilst there is a small element of truth in this claim, it is not the whole picture. All building companies and other investment organisations hold land banks, which are rather hidden from the public domain. It is disingenuous to make such a bold claim as a justification for approval.
- 8.2 I understand that the Company's pre application was turned down on very well thought out solid grounds, planning officers. The current application has not met any of those concerns.

Conclusions

There is clear, unequivocal evidence above that application should fail and not proceed.

Especially as it has failed its pre-application process and failed to provide sufficient evidence to meet the outlined failures.

We reserve the right to add further comments.

Chris & Jo Kay