

From: Dr Brian John Williams, M.A., LL.M., B.M., L.R.C.P.

14th October 2025

Further Objection to Application Ref PL/2025/06615 as Amended

Erection of building(s) and associated works including vehicular access, at Seagry House, Startley Road & Henn Lane SN15 5HD, and adjacent to the Courtyard with its multiple homes and public open gardened space.

I refer to my earlier letter of objection dated 22nd September 2025, concerning these proposed buildings and associated changes. I have considered the amendments proposed by the applicants and consider that though a slight improvement the changes do not substantially change the detailed objections that I (and many others) have raised.

I have also been made aware that the Highways Department and its associated Councillors have issued permits in relation to the use of the Henn Lane junction and the privately owned road onto the Courtyard Houses and Garages, allowing this access to the proposal site to be used by traffic onto and off the proposal site. Under Section 278 of the Highways Act as amended by Section 23 of the New Roads and Street Act 1991 such works permissions are intended to be used for access to sites in a purely temporary way during essential operations.

This is actually a perilous precedent for the future of the Courtyard as well as being inherently dangerous. It would be very difficult to prevent that access becoming a permanent second route for streams of trucks and workers vehicles, despite its present very regular use by residents cars, children and animals (such as horses and dogs) for whom it is the only route for them to five of the Courtyard dwellings, the suite of garages and the refuse bins cantonment. Children can walk to school that way if going to the neighbouring Primary School, at present, in safety.

The Highways permissions cannot be allowed to override the proper consultation process for the development. The Highways permissions seem to have been signed off without any public consultation. The permissions can be regarded as invalidated (inter alia) by missing or incomplete information, such as the present use and status of the private roadway. It can also be invalidated by the absence of a CIL form, or, since the total area of the proposed structures have a floor space exceeding 100 sq. Metres, an incomplete Heritage Statement.

There can be no assurances that this residential part of Henn Lane will not become a back door, or even a main entrance, for trucks, tankers, delivery vehicles, workers and visitors coming from the direction of the Motorway, the dual carriageway to Chippenham and the key transport axis that is the A350.



The photograph shows the exit from the private road onto Henn Lane taken from (using the “three word” location system,) “*sharpness smudges darker*”, i.e. just inside the entrance looking towards Henn Lane looking left and right to show the limited view available to exiting truck drivers etc.



This photograph taken from “*scorched wash runners*” shows the view of the entrance to the private road that a truck driver coming up the hill has in this narrow residential lane.



This photo taken at “*morphing frog premises*” shows the same entrance as seen by a driver travelling north west on Henn lane.

It is particularly noted that this part of the hamlet of Upper Seagry with its heritage triangle of the ancient chestnut tree where the annual Egg Throwing contest takes place and its estate of former council houses has many children some of whom walk to school via the very parts of Henn Lane or Startley Lane that will be used by the four proposed and unneeded factory buildings. Yet the school parents have not been asked for their opinions of the application, nor has the Blue Kite Academy Trust. The CIL is incomplete.

Upper Seagry first appears in history in 1317 as 'Over Seagry lying to the west of the Sutton Benger-Great Somerford road. Covering 1,468 acres to the north of the M4 motorway its name 'Seagry' derives from the Old English for 'sedge stream' referring either to brooks in the area or to the broad floods of the Avon itself. Traces of early settlement are still to be found in the village today. Domesday records two manors, one belonging in the 12th century to Walter, founder of the de Clifford family and grandfather of 'Fair Rosamund' the mistress of Henry II.

The New Inn, at the junction of Henn Lane and Startley Lane, adjacent to the site of the proposed mammoth structures, is of many phases of construction, but under Elizabeth I the name "New Inn" was given to older buildings that were rebuilt or modernized as part of her provision for wider trading routes across her nation during her reign (1558-1603). The term "New Inn" generally describes a rebuilt pub existing during her reign.

That such an historic and important community and settlement should be exposed to ill-considered, unsuitable and unneeded industrial warehouses on such a massive scale, or indeed of any scale whatever, for financial greed alone is intolerable. The Heritage statement is incomplete and as such inadmissible.

