

FOR THE ATTENTION OF Mr ANDREW THOMAS
REPRESENTATION AGAINST PL/2025/06615
AMENDED PLANS 08/10/25

Building at Seagry House, Off Henn Lane and Startley Road, Upper Seagry

Proposed Erection of building comprising 4 flexible B8 storage & distribution and/or Class E(g) Commercial, Business & Services units & erection of building for mixed agricultural and equestrian workshop

THIS REVISED APPLICATION SHOULD BE REFUSED:

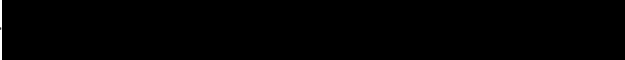
- Having reviewed the amended plans they do not address the critical objections raised in my Representation of the 23/09/25. Those objections remain unaddressed and I stress that my previous Representation remains valid and the application should be refused. Please ensure that the objections raised in my previous representation are fully taken into consideration.
- The proposed modifications to the original application are cosmetic in nature and do not in any way change the situation.
- As previously stated this proposed development does not accord with the Seagry Neighbourhood Plan or the Wiltshire Strategic Plan and on these grounds alone should be rejected.
- Upper Seagry is defined as an un-sustainable Small Village Location. It is completely inappropriate to establish a Commercial estate in such a location. I do not in any way object to the creation of such a facility in an appropriate location, serviced by appropriate highways and close to a sustainable settlement. Just a few miles away is the M4 Junction 17 commercial estate which is already established. If there is genuine need for further storage facilities then it should be included within that estate or close to it.
- The existing building is derelict and has been unused for close to two decades. The B8 classification of this building must have lapsed given that it has NEVER actually been used for B8 permitted uses. It is fundamentally unsound to rely on that redundant 'Certificate of Lawful Use' and those claims of its validity must be challenged and without proof of its use, should be refused.
- There are additional key objections relating to the claimed Ecological Impact Assessment and Biodiversity Net Gain. The validity of the claims is called into question by the incorrect classification of the woodland which renders invalid the claimed Ecological Impact and Biodiversity Net Gain. I would also stress that the applicants have already done immeasurable damage to the ecology of the site by felling numerous trees and destroying the habitat of protected species. This deliberate damage has been rushed through in an attempt to remove the potential barriers to the application and to make it seem that the site is in active use. I stress it has been unused for close to two decades until the present owners recently purchased it. Immediate steps should be taken to halt all further destruction and plans put in place to fully restore the damage done.

- I have already made the point about the inappropriate proposal for highway access. In addition to that is the fact that the location of this access is within a flood risk area. On the 11th Oct 25 I took the following photographs. It is the proposed site of the new highway access. Please be aware that at that time the land outside the flood risk area was rock hard and dry as a bone. This proposed access was already a virtual swamp. It was churned up by vehicles accessing the site for the purpose of clearing vegetation and debris.



- I have also previously stated that the Highway infrastructure servicing Upper Seagry is completely unsuitable – I find it very hard to accept the assessment of WCC Highways Dept: *“The surrounding highway network is generally sufficiently wide to enable vehicles to pass and the total net number of trips likely to be generated by the site, especially when the extant B8 use is considered, cannot be considered to create an unacceptable highway safety issue on the local highway network, nor create a severe highway capacity issue.”* Point one... **THERE IS ZERO EXTANT B8 USE! So that is a totally invalid reason for the claimed safety of the infrastructure.** The fact of the matter is that the vast majority of vehicular access, and HGV access in particular (given that Sutton Benger is weight restricted and the Startlet road has height restrictions), will be via Henn Lane. If the Highways representative that compiled this response lived in Upper Seagry, or off Henn lane, that officer could not conclude that it is a safe stretch of highway, nor that as it enters Upper Seagry is sufficiently wide. I live adjacent to Henn Lane and every day there are issues with large vehicles passing and fast moving vehicles. The parapets of the small bridge at the entrance to Upper Seagry have been destroyed on numerous occasions by large vehicles. No doubt WCC records will verify this. The highway servicing the village is already verging on being unsafe.

I wish to repeat, such a development would have a dramatic impact on the character of the area, it would have a major impact on the build form of the village and carry a significant risk to highway safety. I respectfully urge the council to consider all the points raised here in reaching your decision.

Mrs R Taylor - 

28th Oct 2025