

Application Number:	PL/2026/00198
Location:	Chemring Countermeasures Ltd, Netton, Salisbury, SP4 6AS
Proposal:	Erection of a 900 sqm (Gross External Area) warehouse, with associated yard areas and improved internal access following demolition of an existing building.

I refer to the above planning application received on 26th January 2026 regarding the erection of a new warehouse together with improved internal access and associated yard areas.

Proposal

The application seeks full planning approval for the erection of a 900m² GEA/ (852m² GIA) warehouse with an associated delivery yard/turning area and improved internal access road, the following demolition of an existing building. It is, however, understood from the Planning Statement that the existing building on the site has already been demolished.

The land on which the proposed warehouse is to be sited was also advised as previously being used for external storage.

The Planning Statement states that the proposed new warehouse is required to “*allow CCM to modernise their facilities for manufacturing safety, resilience, and output.*”

It is understood that currently the warehousing for materials for manufacturing is dispersed across the whole site in numerous buildings, and the proposal would enable all material storage to be contained within the new building, with the aim of increasing efficiency. It is noted that there are no details of the locations of the existing storage buildings, or their intended use if the proposed warehouse were to be submitted.

Access and parking

The existing means of access to the Chemring Counter Measures site would continue to serve the application site, and there are no alterations proposed to the form of access from the C292 highway.

The Planning Statement advises that the proposed new warehouse would not generate a need for additional staffing, as the new warehouse is required only to “*increase the effectiveness and efficiency of the existing operations*”.

There is, however, an accessible parking space proposed within the yard as required by Building Regulations.

The Proposed Site Plan indicates that the tarmac road to the south of the application site would be improved for the HGV traffic, and a new access is proposed to serve a permeable tarmac delivery yard.

There has been no detail of the standard of the access roads leading to the site to demonstrate their suitability to accommodate the delivery vehicles that would need to access the site via the internal access road route, as indicated within the application site boundary.

It is also unclear what size of HGV would need to be accommodated. It is therefore considered that swept path analysis should be submitted to demonstrate how the largest

delivery vehicle required would be accommodated, including the movements within the delivery yard.

Whilst it is accepted that the application site and the means of access required for HGVs through the site are remote from the public highway, the proposed access, parking and servicing requirements need to be confirmed as fit for purpose.

Further detail of the types, number and frequency of vehicles that will need to be accommodated within the application site, and the geometry of the access routes to the site from the public highway, should also be provided. It is, however, acknowledged that the proposals are not suggested to increase any vehicle movements for goods in/out.

Summary and Recommendations

Having regard to the limited information submitted to confirm the appropriateness of the access road route to and from the application site, and the frequency and number of HGVs, it is recommended that additional information is provided.

It is, however, accepted that the proposed warehouse is intended to replace storage facilities from elsewhere on the site, and the warehouse itself would not generate an increase in traffic generation.

Amanda Hall
Highways Development Management Engineer