

DEVELOPMENT AT NORTHERN FIELD
LAND ADJACENT TO A345

HIGH POST, SALISBURY

Design & Access Statement



Project Spitfire

Salisbury



Callen-Lenz



CSA Architects
RIBA Chartered Practice

St Piran House, Truro Technology Park, Heron Way, Newham, Truro, Cornwall, TR1 2XN
Tel: 01872 265 310 Fax: 01872 275 136 www.csa-architects.co.uk E: info@csa-architects.co.uk
CSA Architects is the trading name of Falmouth Architectural Services Limited.
Registered Office: The Warehouse, Anchor Quay, Falmouth, Cornwall, TR10 8GZ Registered No. 1303475

1. Introduction

1.1 Purpose of the report

This Design & Access Statement has been prepared by CSA Architects on behalf of Spitfire Enterprises Limited. It details the proposal for the development of 11.29 hectares / 27.90 acres within High Post, at Northern Field Adjacent to the A345 north of the Stones Hotel.

The proposed description of development for this planning application is as follows:
Erection of a building amounting to 6,968m² GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works; A new roundabout from the A345 with footways and bus stops; A new access to Chemring Countermeasures UK including turning and security; Solar Fields; and associated works.

This full planning application proposes an industrial building for Callen-Lenz with car parking, drainage, and landscaping. The application includes a proposed new roundabout on the A345 leading to an internal access road. This route will run east-west across the site, providing essential access to Chemring Countermeasures UK, its security facilities, and the associated solar fields. The proposal seeks to establish this as the primary entrance for Chemring Countermeasures Ltd, replacing the current access via the C292

This design statement illustrates the considered assessment and evaluation of the site and it's context, and illustrates the detailed design for a high quality development. This document forms part of a full detailed submission to Wiltshire Council for planning permission as detailed above and should be read in conjunction with the associated drawings to scale and the following supporting documents:

- Transport Assessment / Travel Plan - Connect Consultants
- Preliminary Ecological Appraisal / BNG - Pro Vision
- External Lighting Design - DFL Lighting Design
- Historic Environment Assessment (Archaeology) - AC Archaeology
- Flood Risk Assessment / Surface Water Drainage Strategy - Aegaea
- Landscape and Visual Impact Assessment - LVIA Ltd
- BREEAM AP statement & Sustainable Energy Strategy - CSA Architects, with Method Consulting & Solar-Tree PV Calculations

Contents

1.

Introduction

2.

Site Setting and Contextual Appraisal

3.

Existing Site

4.

Proposed Development

5.

Sustainability & Access

6.

Conclusion

Issue Status

Date	Author	Details
05.03.2026	PT / SK	Draft Issue
17.03.2026	SK	Update - Rev A
18.03.2026	JS / SK	Update - Rev B
19.03.2026	SK	Issue for Submission - Rev C

2. Site Setting and Contextual Appraisal

2.1 Site Location

The development site is situated near to High Post Business Park, Salisbury, occupying an agricultural field that formerly served as an RAF grass airfield. Strategically located between the region's principal population centres, the site lies approximately 4.5 miles north of the cathedral city of Salisbury and 3.5 miles south of the historic town of Amesbury. Connectivity is defined by the A345 corridor providing a direct link to the strategic road network.

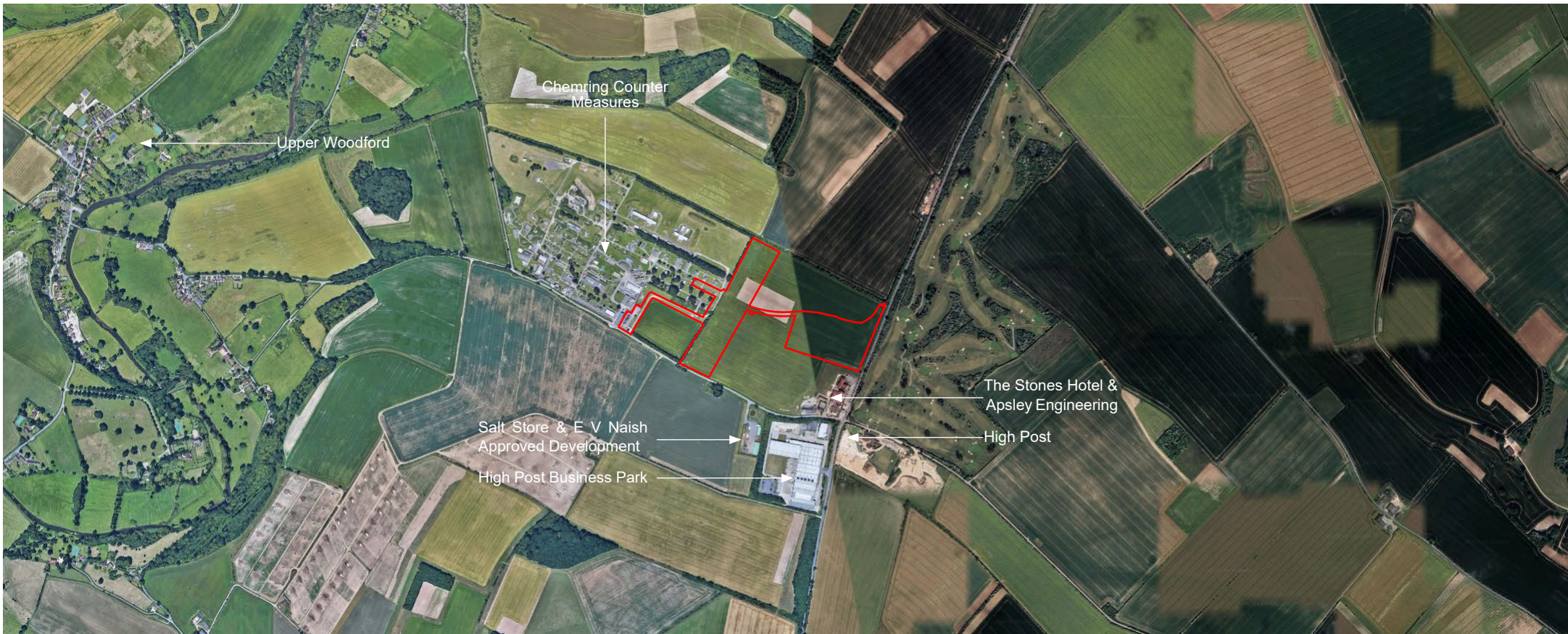
The immediate context is characterised by established employment uses. To the south, the site borders The Stones Hotel and Apsley Precision Engineering's premises; with the High Post Business Park and the High Post Salt Store depot nearby, as well as the approved development for E V Naish, which comprises two factories (Naish Felts and Wallgate). To the east, the A345 serves as a clear physical boundary, separating the site from the High Post Golf Club, while the western perimeter is defined by the industrial infrastructure of Chemring Countermeasures Ltd. To the north, as the site traverses into the field, the boundary is defined by agricultural ground. All edges of Northern Field are lined with dense hedgerows and vegetation.

Although the site is currently undeveloped, it's character is heavily influenced by the adjacent built form and is well-contained within the established industrial and commercial enclave of High Post.

The site layout has been carefully designed to respond to the extant planning consents on the western boundary, ensuring full compatibility with the operational requirements of Chemring Countermeasures Ltd. The application boundary avoids interference with established approvals and respects the specialised safety and energy infrastructure of the adjacent land. Key considerations include the ground-mounted PV array (ref: PL/2023/04203), the relocated Burning Ground (ref: PL/20/07280/FUL), and the relocation of pyrotechnic waste management facility (ref: PL/2023/10638). This coordinated approach ensures that the development maintains necessary safety distances and operational functionality for both the applicant and the neighbouring site.



Google Satellite Image - High Post Relative to Salisbury



Google Satellite Image - Northern Field, High Post north of High Post Business Park

2.2 Character of the Built Environment

The Northern Field is situated within the High Post Principal Employment Area, an established hub defined by a diverse mix of industrial, manufacturing, and commercial uses. Much of the land to the south is characterised by employment-led development, featuring a significant concentration of large-format industrial warehouses, manufacturing facilities, and integrated office accommodation. This functional diversity is mirrored in the broader landscape, which includes agricultural and leisure infrastructure.

The local built environment is characterised by a diverse range of architectural forms, reflecting the incremental development of High Post as a strategic employment centre. Existing structures in the immediate vicinity lack a uniform aesthetic or a singular noteworthy architectural precedent, instead ranging from utilitarian agricultural buildings to large-format industrial and manufacturing facilities. This architectural variety further evidences the functional evolution of the local landscape.

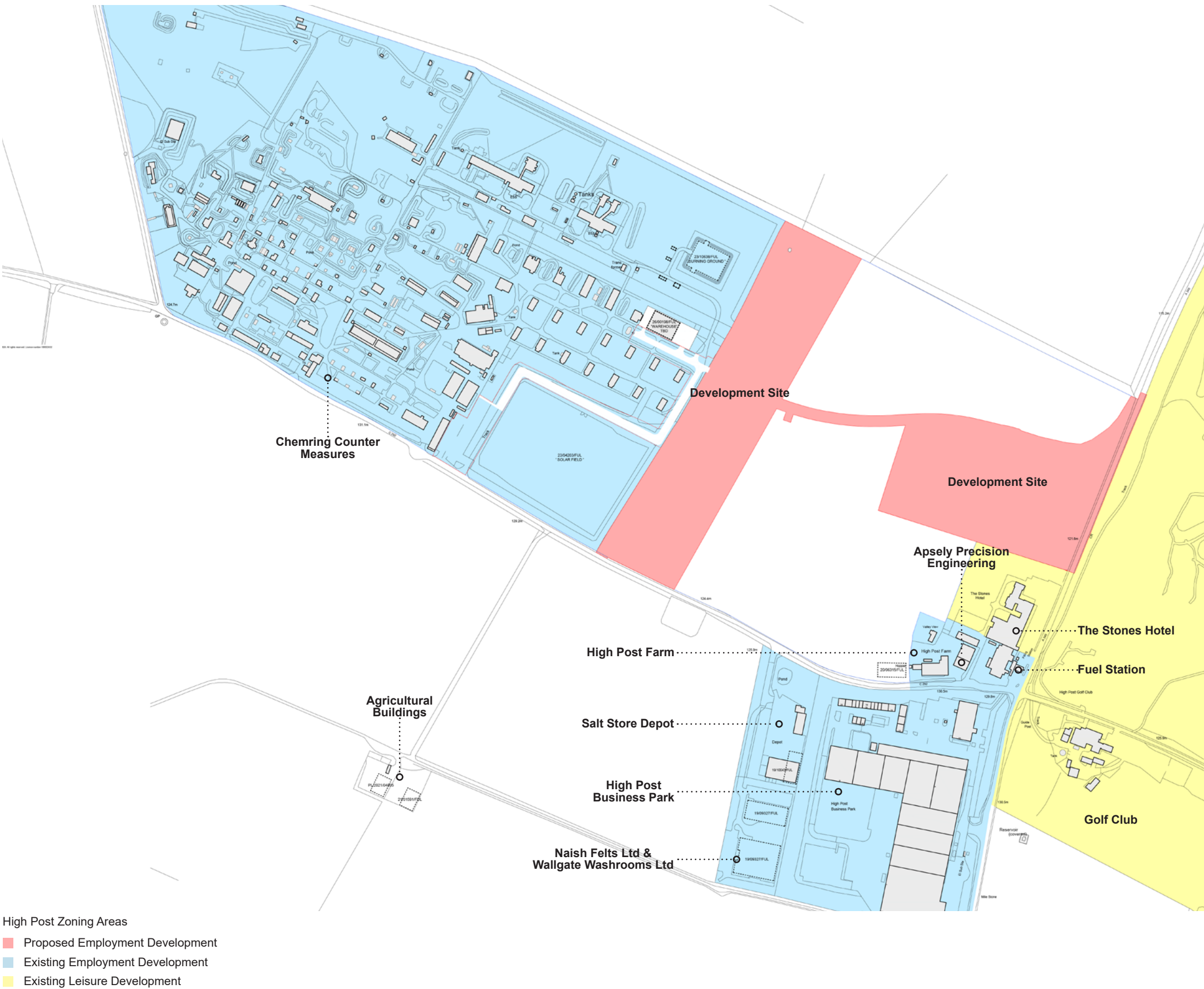
To mitigate visual impact the aim of this proposal is to utilise the following techniques and themes of which is deemed the local vernacular of High Post:

- Agricultural Building Aesthetic
- Utilitarian Footprints
- Mono-Pitched Roof Forms
- Grey Metal Cladding
- Grey Metal Roofs
- Hedged Boundary Screening

2.3 Need for Development

The site is located within an area rife with employment spaces and is aimed at further providing space for business growth, serving nearby Amesbury and Salisbury in the wider economic context of Wiltshire.

The proposal represents a significant investment of an established manufacturing facility with offices. The development is intended to complement adjacent operations at Chemring Countermeasures Ltd, Apsley Engineering and High Post Business Park, specifically through infrastructure enhancements to the internal road network.



2.4 Context Photographs



High Post Business Park from A345



High Post Fuel Station from A345



The Stones Hotel from A345



Apsley Precision Engineering from the C292



High Post Salt Store from the C292



Chemring Countermeasures from the C292

3. Existing Site

3.1 Land Use

The application site, identified as ‘Northern Field’, comprises vacant agricultural land currently utilised for arable cropping. The site is physically and functionally associated to High Post Farm located to the south, which sits in proximity to Apsley Precision Engineering, the High Post Petrol Station, and The Stones Hotel.

The application boundary encompasses a specific portion of the wider landholding, primarily the north-eastern sector and the western third, which are integrated via a central bridging strand.

The site occupies a strategic position between two established industrial clusters. Its western boundary is shared with Chemring Countermeasures Ltd, while High Post Business Park to the south defines the region. Elsewhere the A345 borders the entire eastern boundary and northern boundary traverses into the open landscape of the former RAF grass airfield.

3.2 Size, Topography and Orientation

The application site is approximately 11.29 hectares (27.90 acres) in an area that has a gentle gradient falling from west to east approximately 15m. In it’s wider context, the site lies between the town of Amesbury to the north, and the cathedral city of Salisbury to the south.

3.3 Vehicular and Pedestrian Access

Existing vehicular access into the bulk of the site located in the field is gained via High Post Farm, as well as a farm machinery access gate in the south-western corner of the field where access to the C292 can be reached through the next field. No public rights of way cross the application site.

3.4 Environmental and Visual Impact

Development at the Northern Field is concentrated on its eastern and western flanks to ensure continuity with the established industrial character of the surrounding area. To the south-east, the site is within visual context with the High Post Business Park, High Post Farm, and The Stones Hotel, while the western expansion integrates with Chemring Countermeasures Ltd. This strategy reduces visual impact by blending new development into the area’s established industrial footprint.



View of North Field’s Eastern Boundary from the A345

3.5 Site Photographs



Panoramic View from the C292 of Chemring Countermeasures Existing Access



View from the C292 of Existing Access into Northern Field



View of Existing Access in Northern Field from C292 and into Neighbouring Field



View from the C292 of Salt Store Depot (Right) Opposite to Northern Field (Left)



View from the C292 of High Post Farm Bound by Northern Field



View from A345 of The Stone Hotel Neighbouring Northern Field



Photograph of existing site taken from north eastern road side



View from the C292 of the North-Eastern Corner of Northern Field

4. Proposed Development

4.1 Overview

The proposed scheme is an employment-led development designed to support the expansion and growth of two local businesses: Callen-Lenz Associates Limited and Chemring Countermeasures Limited. The project includes new security pavilions at site entrances, additional parking, hard and soft landscaping, and drainage infrastructure. It also includes a new roundabout from the A345 offering new access to both businesses.

Callen-Lenz is a specialist in the design, development, and manufacture of Uncrewed Aerial Systems (UAS). They provide a full range of services for both military and civil aviation, from rapid prototyping to full-scale production. Increasing demand for their products has created the need for new manufacturing facilities. Chemring Countermeasures Ltd are the sole source sovereign capability and provider of decoys to the UK MoD, as well as most NATO allies. At their High Post site, parts of which are included within the application area, they design and manufacture expendable countermeasures.

The new roundabout proposed on the A345, integrates a 3m wide shared footpath and cycleway that will follow the new access road and continue throughout the development. This will provide improved and safe access to both businesses. To further support sustainable travel, two new bus stops, northbound and southbound, are planned near the roundabout.

As part of the proposal, the new access road serving the Callen-Lenz facility will also improve access to Chemring Countermeasures, enhancing circulation for transport vehicles. Access from the C292 to the Chemring Countermeasures staff car park will be removed in favour of an improved internal road network.

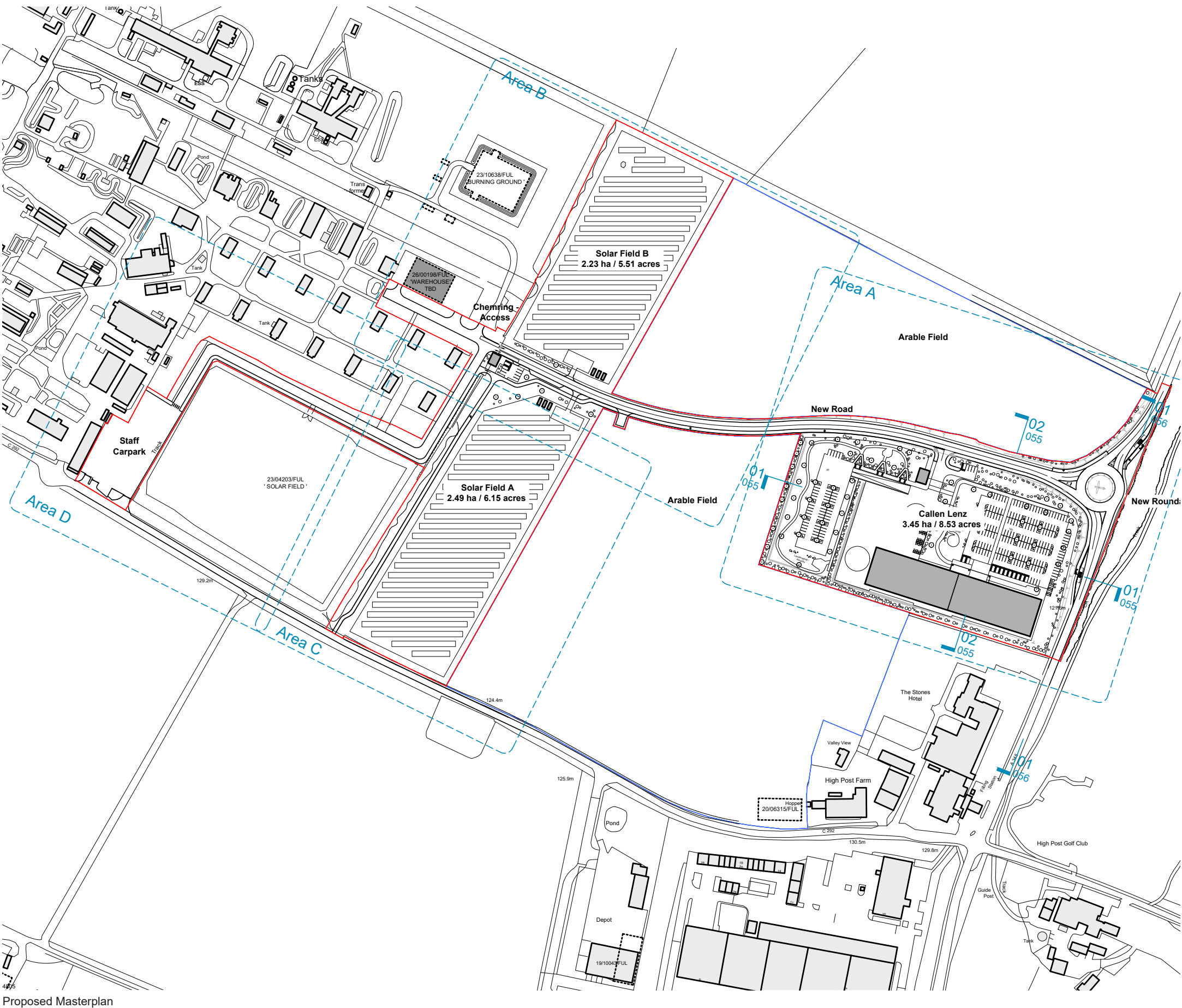
The proposal incorporates entrance security pavilions for both businesses for personnel, visitors and deliveries sign-in, strategically positioned on the side of the site access.

In addition, two solar fields are proposed with a combined peak output of 4.3MWp to supply renewable energy specifically for Callen-Lenz and Chemring Countermeasures. Any surplus generation is to be stored onsite for use during periods of low or zero solar production.

The proposal is divided into 4 parts:

Area A - Callen-Lenz	3.54 hectares (8.53 acres)
Area B - Solar Field B	2.23 hectares (5.51 acres)
Area C - Solar Field A	2.49 hectares (6.15 acres)
Area D - Chemring Staff Car Park	

It is likely totem signs, directory boards and flagpoles will be placed in the development at key points.



4.2 Area A - Callen-Lenz

4.2.1 Use and Amount

Area A covers 3.54 hectares (8.53 acres) and accommodates a 6,968sqm GIA building for Callen-Lenz with associated facilities as part of the wider employment-led scheme.

Additionally, a new security entry pavilion, totalling 90sqm GIA is positioned at the proposed access point. This facility will regulate the movement of personnel, visitors, and deliveries and will be located to the west of the new site access barrier.

The proposal includes 235 car parking spaces: 180 in the main car park, 50 in the overflow area and 5 designated for visitors. This provision accords with Wiltshire Council’s standards for offices (1 bay per 30sqm), general industry (1 bay per 50sqm) and storage/distribution (1 bay per 200sqm). Of the total spaces, 20% (47 spaces) will have EV charging, and 5% (12 spaces) will be accessible bays with a 1.2m access zone. Cycle shelters will accommodate 28 bicycles, including 6 with electric charging facility.

Shared refuse and recycling enclosures are positioned on the site for convenient collection and are sized proportionately to the floor area.

4.2.2 Layout and Scale

Access to the development will be provided via a new roundabout on the A345. A bell-mouth access with compliant visibility splays serving the Callen-Lenz facility will ensure the safe movement of vehicles entering and exiting the complex. A shared footpath and cycleway will run along the new access road from the A345, linking directly to the Callen-Lenz site and continuing throughout the wider development.

The yard and parking areas are positioned to the north of the building plot, allowing the main building to be located in the south-eastern corner of the site. This layout helps integrate the development into the existing built fabric of High Post. Soft landscaping will transition from the formed hard-standing areas into the wider countryside, creating a gradual blend.

All parking areas provide safe, convenient routes to the building via a network of footpaths. Trees are generously planted along these paths and throughout the site, creating an attractive green environment with varied landscaped spaces.

CALLEN LENZ - Main Building		
Gross Internal Area - GIA	m ²	ft ²
OFFICE GF	2323	25,000
OFFICE FF	2323	25,000
2 STOREY OFFICE TOTAL	4646	50,000
ASSEMBLY / R&D OFFICE GF	2090	22,500
WAREHOUSE GF	232	2,500
WAREHOUSE / ASSEMBLY / R&D TOTAL	2323	25,000
TOTAL - GIA	6,968	75,000
Gross External Area TOTAL - GEA (GF & FF)	7,210	77,608

CALLEN LENZ - Entry Pavilion		
Gross Internal Area - GIA	m ²	ft ²
SECURITY OFFICE GF	90	969
Gross External Area TOTAL - GEA	106	1,141

Car parking	No.
Visitor Car spaces (of which accessible) [of which EV charging]	5 (1) [2]
Staff Car spaces (of which accessible) [of which EV charging]	180 (11) [40]
Overflow car spaces [of which EV charging]	50 [5]
TOTAL	235 (12) [47]

Cycle spaces	No.
[of which with electric charging facility]	28 [6]

Area A - Callen-Lenz - Schedule of Accommodation



Area A - Callen-Lenz - Proposed Landscape Plan

The proposed Callen-Lenz main building facility comprises a single building of approximately 6,968sqm GIA, accommodating office space, general industrial functions and storage and distribution activities. In addition, a 90sqm security entry and exit pavilion is proposed at the main access point.

The main building is positioned strategically in the south-eastern corner to reflect the established built character of High Post, and the yard and parking areas placed to the north as a natural consequence of this arrangement.

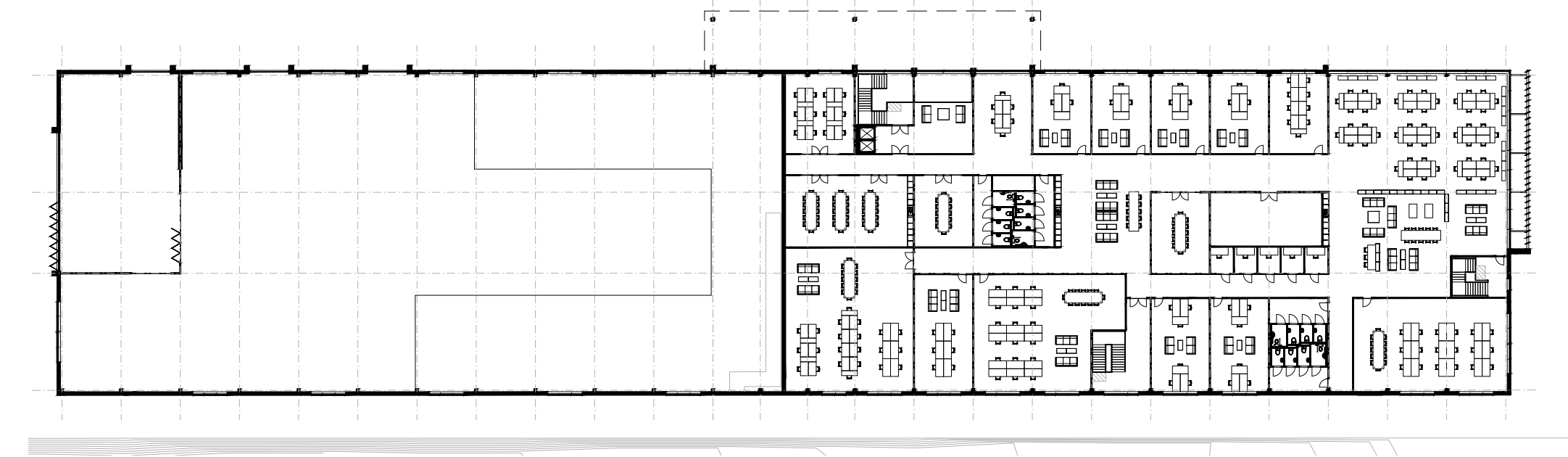
The Callen-Lenz main building is of rectangular footprint and measures approximately 147m east to west and 33m north to south. Half of the structure is two storeys and for office use, while the remainder contains a double-height industrial volume for warehouse, assembly and R&D office use. This generates a total gross internal area of 6,968m². The building follows a structural grid comprising 27 grid lines at predominantly 6m centres along its length and four grid lines across its width.

Primary pedestrian access is gained via a central entrance reception on the north elevation, leading into a lobby with multiple internal routes and a stair core to the first floor.

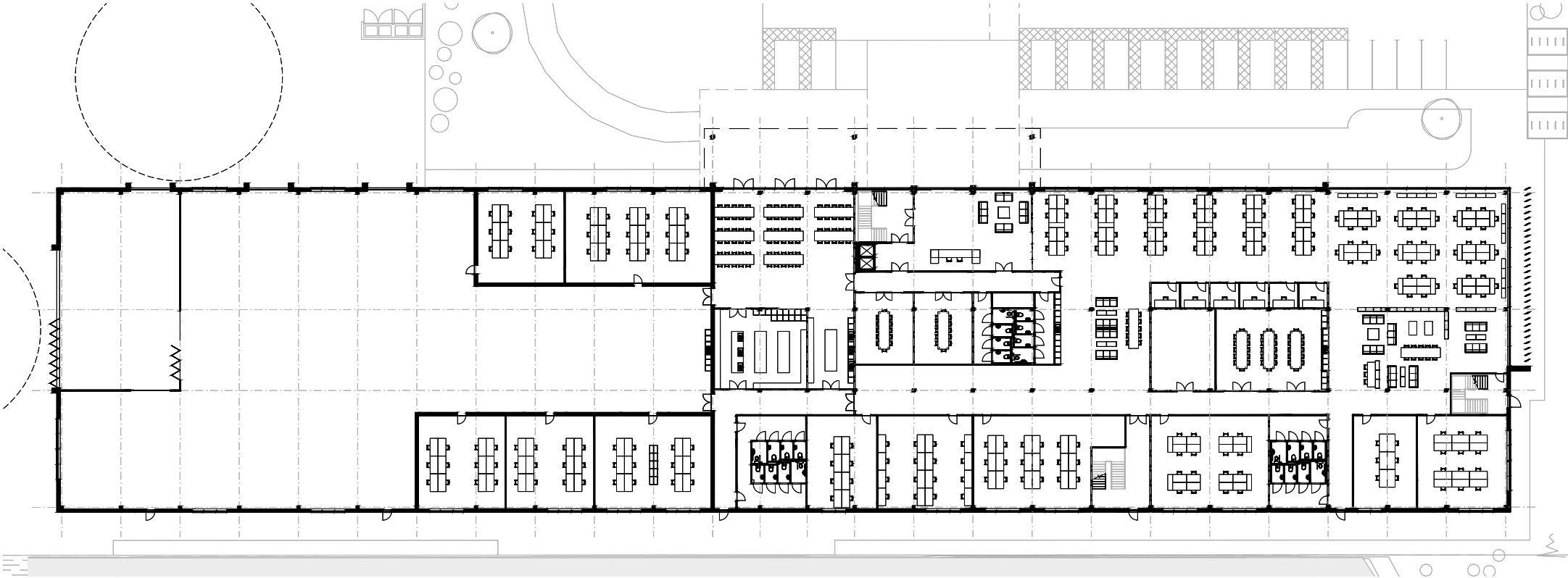
If one moves east, open-plan offices for the Software and Systems Engineering teams extend to the eastern end. Office suites for the Marketing, PMO, Finance and IT teams occupy the southern side of this wing. These spaces are supported by breakout areas, meeting rooms, kitchen facilities, WCs, cyclists facilities and a server & storage room. Circulation is provided by 2m wide corridors designed in accordance with Building Regulations Part M.

Workspaces within the western wing support manufacturing and assembly functions and include offices for Procurement, Health and Safety, Support Solutions and Quality Control. The westernmost section contains the principal manufacturing and assembly and R&D areas. A Warehouse Zone for delivery and dispatch benefiting from direct operational access to the yard via loading doors on the western elevation. The Warehouse and Assembly areas are supported by dedicated welfare facilities and WC. A central kitchen and canteen style dining area serves both the warehouse / manufacturing and office area. This is located to spill out onto the adjacent landscaped amenity area.

Access to the first floor is provided by three stair cores: from the entrance lobby, the eastern edge and the southern side of the eastern wing. The first floor contains further open-plan office space for Design and Engineering teams, as well as individual offices for Business Development, Project Management, Senior Leadership, Human Resources etc. Supporting amenities include tea point facilities and WCs, with circulation designed in accordance with Building Regulations Part M.



Callen-Lenz Main Building - Indicative First Floor Plan



Callen-Lenz Main Building - Indicative Ground Floor Plan

The proposed Callen-Lenz facility in Area A sits approximately 6.5m below the neighbouring ridge line of The Stones Hotel. With an overall height of 10m, the building presents a significantly lower visual impact than The Stones Hotel and remains consistent with the established scale of other industrial buildings at High Post.

Although comparable in scale to its industrial context, the facility is positioned behind a 5m timber crib retaining wall and separated from The Stones Hotel by a 5m landscaped buffer, introducing a natural level change that further softens its appearance. A similar approach is taken along the A345 frontage, where a maintainable earth bund formed at a forty five degree slope provides additional screening and supports the building's integration into the surrounding landscape.

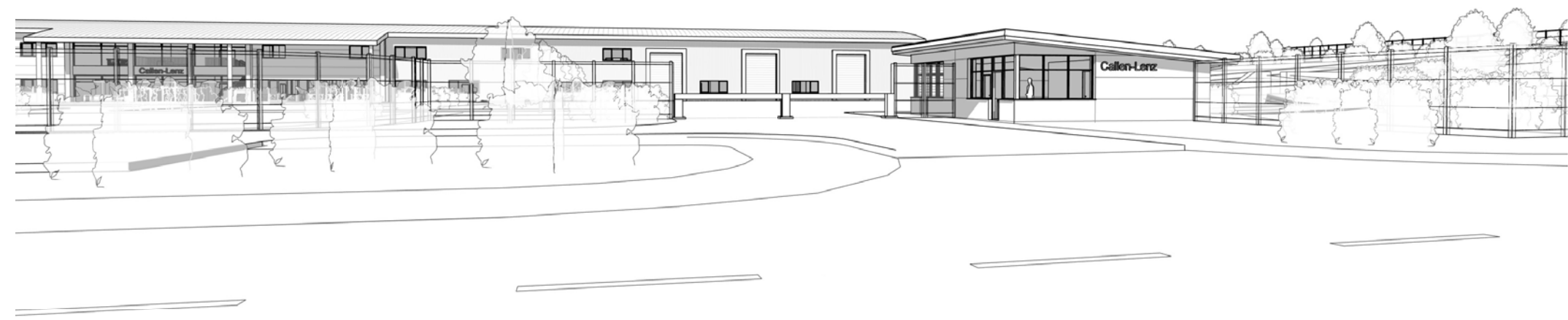
The Callen-Lenz facility is surrounded by security fencing. A new security will be positioned at the site's main access point, providing controlled movement of personnel, visitors, and deliveries through a site access barrier.

Access to the security pavilion is provided via reception lobbies, where visitors enter to gain access / permission into the site. Behind reception desks are desk spaces for security personnel. Ample glazing provides direct views of the site access barrier, the main car park, and the service yard.

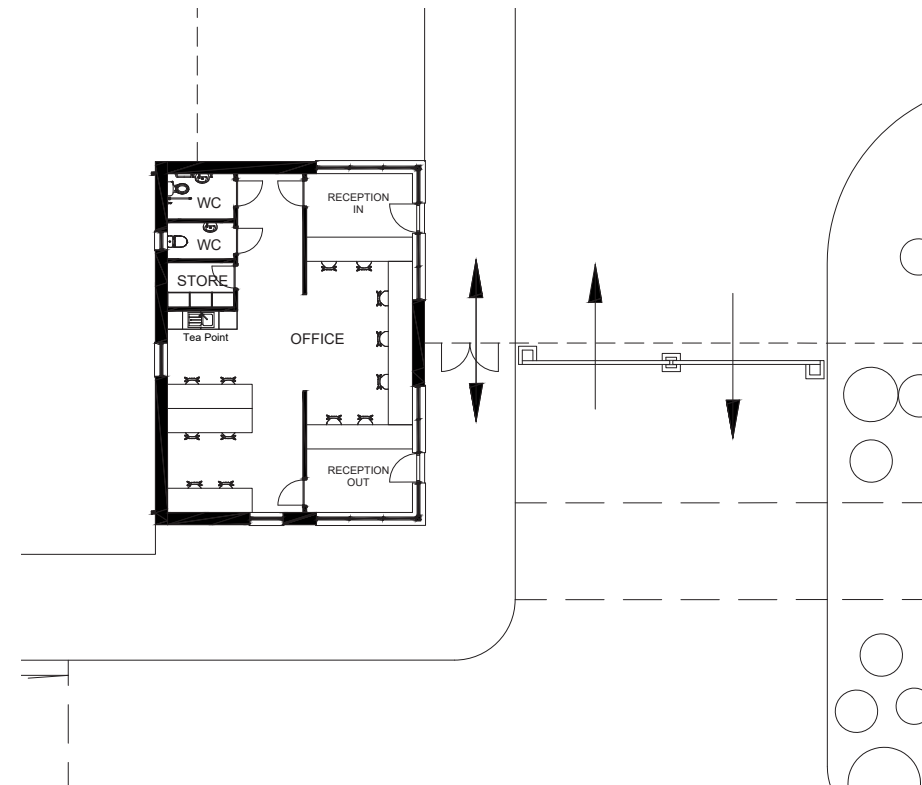
The desk spaces are supported by a tea point, storage rooms and accessible toilets. To support responses to arriving personnel and vehicles, doors on the roadside elevation of the building provide direct access.

The security pavilion adopts a low rise form, utilising a mono-pitch roof to reduce its scale. Where generous glazing is incorporated, to ensure clear sight lines across the site, the wide projecting roof offers effective shading, reducing heat gain without compromising outward visibility.

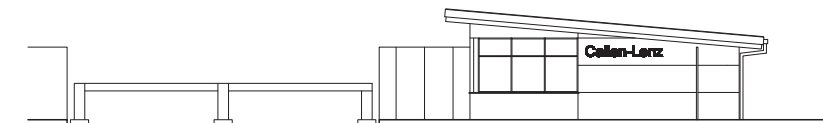
Materiality and style is consistent with the main Callen-Lenz building.



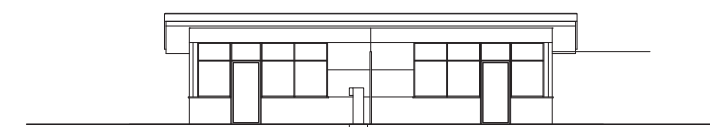
Callen-Lenz Facility - Roadside 3D View



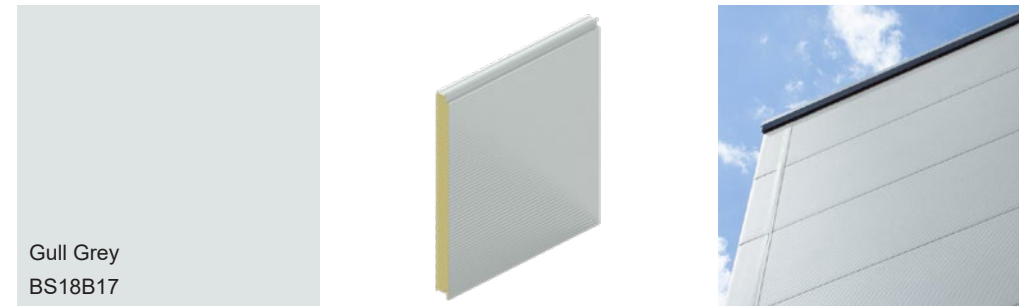
Callen-Lenz Security Pavilion - Proposed Ground Floor Plan



Callen-Lenz Security Pavilion - Proposed North Elevation



Callen-Lenz Security Pavilion - Proposed East Elevation



4.2.3 Landscape and Appearance

The landscape design seeks to integrate the proposal sensitively into its surroundings while delivering ecological enhancements. Existing vegetation will be retained, managed, and strengthened wherever appropriate. Boundary hedgerows will be preserved, where possible to provide a degree of natural screening.

Soft landscaping has been incorporated into the Callen-Lenz plot to soften the site’s edges and reinforce its rural character while the southern border’s new shrubs and trees will strengthen the green buffer between the development and neighbouring properties, particularly The Stones Hotel.

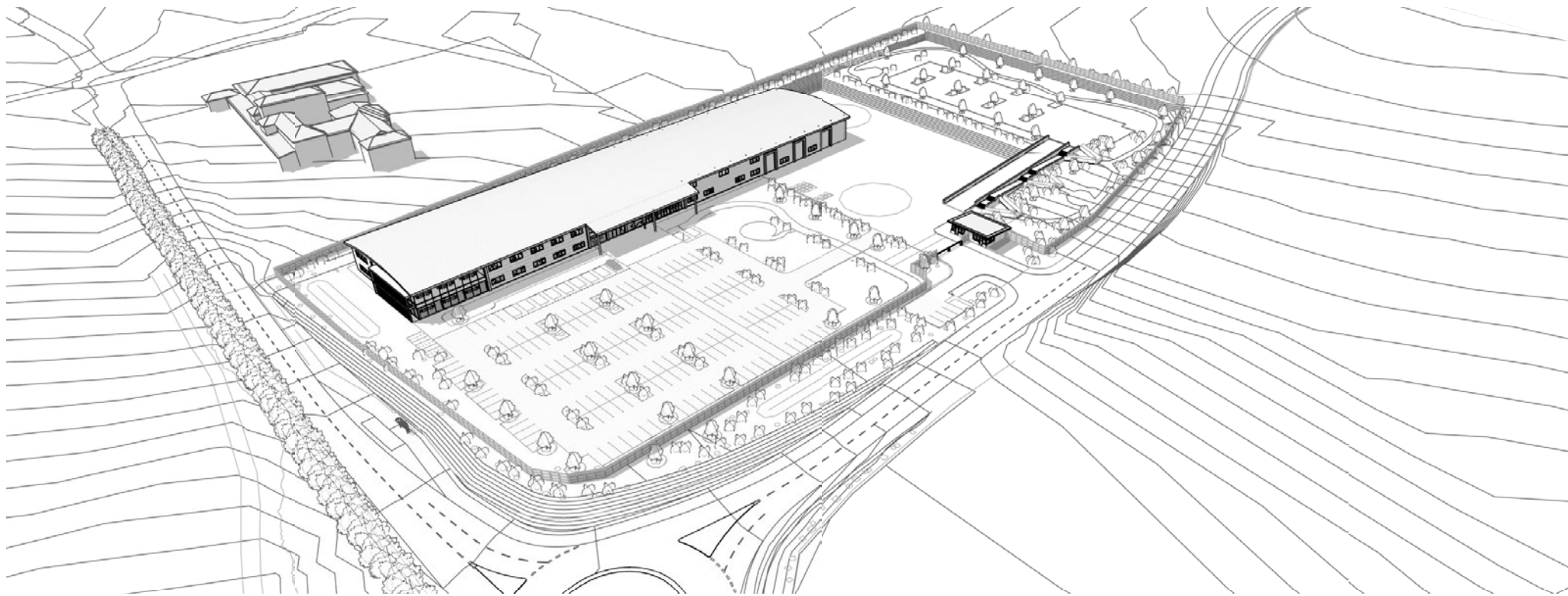
To reinforce the separation from The Stones Hotel, a 5m landscape buffer and a timber crib retaining wall are proposed along the shared boundary, introducing a naturally vegetated level change. This approach is further explored along the A345 frontage, where a maintainable 45° earth bund will be formed to provide additional screening and visual integration.

Surface water drainage has been closely coordinated with the landscape strategy. Permeable paving is proposed within plots that accommodate large parking areas and geocellular storage and bioretention systems will collect and manage surface water run-off. Elsewhere, tarmac surfacing is used for turning areas and the service yard to ensure durability and functionality.

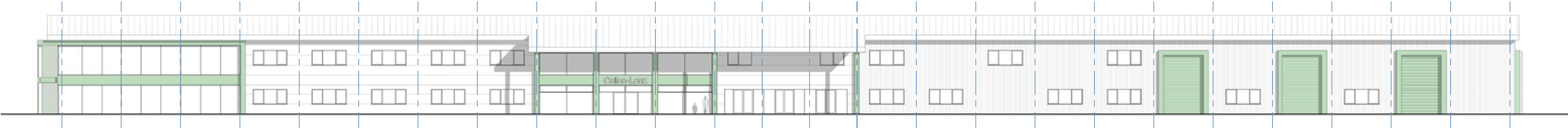
The hard-landscaped areas for roads, service yards, and parking, are designed to accommodate required vehicle turning movements. Kerbed edges and defined paving clearly mark pedestrian routes to building entrances and around plot boundaries, while dropped kerbs and tactile paving identify accessible crossing points.

The colours and textures of the cladding have been carefully selected to complement the site’s wider context. The Callen-Lenz facility will adopt a restrained palette of light grey and mid-grey metal cladding with green accent colours. A curved light grey metal roof is proposed to further help the building blend into its rural and agricultural setting. Frequent openings framed in grey aluminium maximise natural light from the north, while potential overheating from southern glazing is mitigated through shading provided by new trees on the vegetated 5m timber crib retaining wall and by the overhanging eaves.

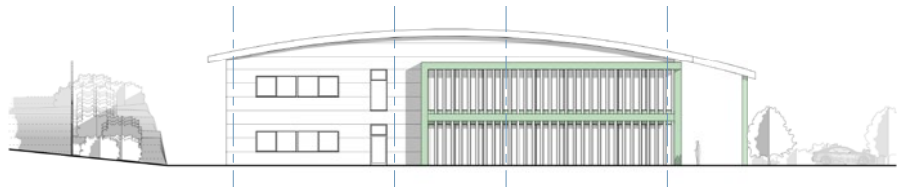
The security pavilion is a low rise, low intensity structure with a functional design. It uses a simple palette suited to the local context, including light grey metal wall panels and a matching grey flat roof. Generous glazing provides clear sight lines to supports effective monitoring of people entering and leaving the facility.



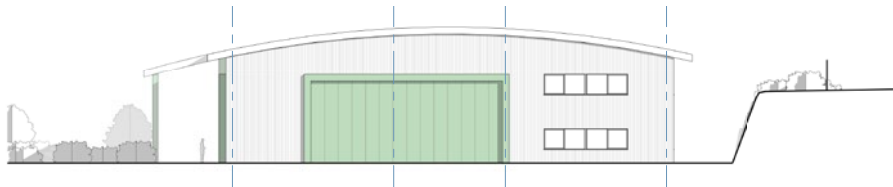
Area A - Callen-Lenz - Proposed 3D Visual



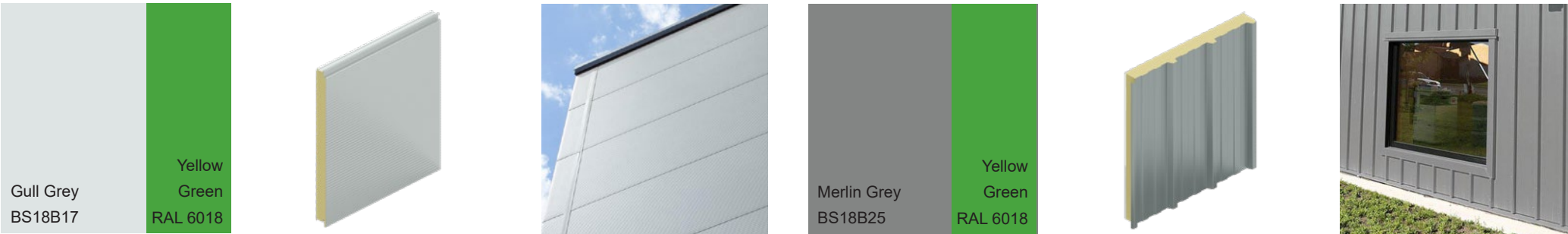
Area A - Callen-Lenz - Proposed North Elevation



Area A - Callen-Lenz - Proposed East Elevation



Area A - Callen-Lenz - Proposed West Elevation



4.3 Areas B & C - Chemring Access and Solar Fields

4.3.1 Use and Amount

Areas B and C cover 2.23 hectares (5.51 acres) and 2.49 hectares (6.15 acres) respectively, and together accommodate two new solar fields along with associated access improvements to Chemring Countermeasures Ltd.

Chemring Countermeasures Ltd operates in an active environment with frequent vehicle movements, making safety and security essential. To improve traffic flow and site access, a new route from the A345 is proposed 3m wide shared pedestrian and cycle path. It will bypass Area A, become the primary site entrance, and divide Areas B and C while extending to the warehouse (TBD) in line with mandatory codes and standards. Safe movement on-site is supported by separating heavy-duty vehicles from other users, enforcing low pedestrian-friendly speed limits, and maintaining good visibility through open layouts and landscaped areas.

The proposal includes a new security entry pavilion at the revised access point. This will manage movement of personnel, visitors, and deliveries and will be positioned at the new site access barrier. The Entry Pavilion has a modest GIA of 62m².

A designated parking area providing nine visitor spaces, including one accessible bay with a 1.2m access zone to both side and rear, is located adjacent to the entrance pavilion and positioned outside the secure perimeter of the site. The parking area sits south of the new access road. A lorry lay-by is included to allow temporary parking while entry procedures are agreed.

Solar Field B is towards the north of the new access road from the proposed A345 roundabout. It occupies the western edge of Northern Field and adjoins the Chemring Countermeasures site. Solar Field A is positioned opposite to the south of the access road in the western flank of Northern Field. Solar Field A borders to the west a consented solar scheme associated with Chemring Countermeasures Ltd, which is defined by hedgerows along the C292 to the south.

The solar field capacity has been calculated by Solar Tech. Combined, Solar Field A and Solar Field B will comprise approximately 6630 freestanding photovoltaic (PV) panels with battery storage, providing a generating capacity of 5019 MWh per year and an estimated annual offset of 2350 tonnes of CO2. A private-wire connection to the proposed Callen-Lenz facility and the existing Chemring Countermeasures complex will supply approximately 50% of electricity (2815 MWh per year directly to these businesses), with surplus generation exported to the grid or stored onsite for use during periods of low or zero solar production.



Area B & Area C - Proposed Landscape Plan

4.3.2 Layout and Scale

The scheme shifts the access to Chemring Countermeasures Ltd from the southern C292 to the eastern edge of via a new road from the A345. It also introduces a new security pavilion for staff, visitors, and deliveries, positioned on the side of the access control point. Outside the secure boundary, nine visitor parking spaces will be provided, including one accessible bay, and also a lorry lay-by.

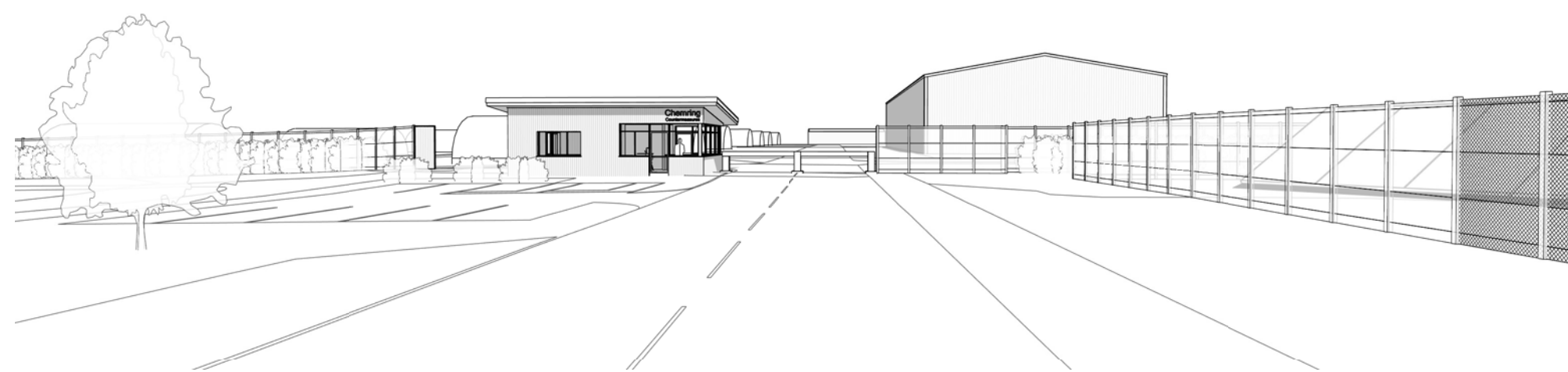
A 3m wide shared footpath and cycleway from the new access road navigates through the visitor parking area into the Area C. From here, it continues along the shared boundary with Chemring Countermeasures Ltd. and the neighbouring arable field with planning consent for PVs, before extending into the wider development and linking through to the wider cycle network on the C292.

As part of the access improvements for Chemring Countermeasures Ltd, the proposal includes a new security pavilion dedicated to entry and exit movements for vehicles and personnel. Positioned on the side of the new site access road, the pavilion will regulate the flow of staff, visitors, and deliveries, ensuring controlled and safe access to the facility.

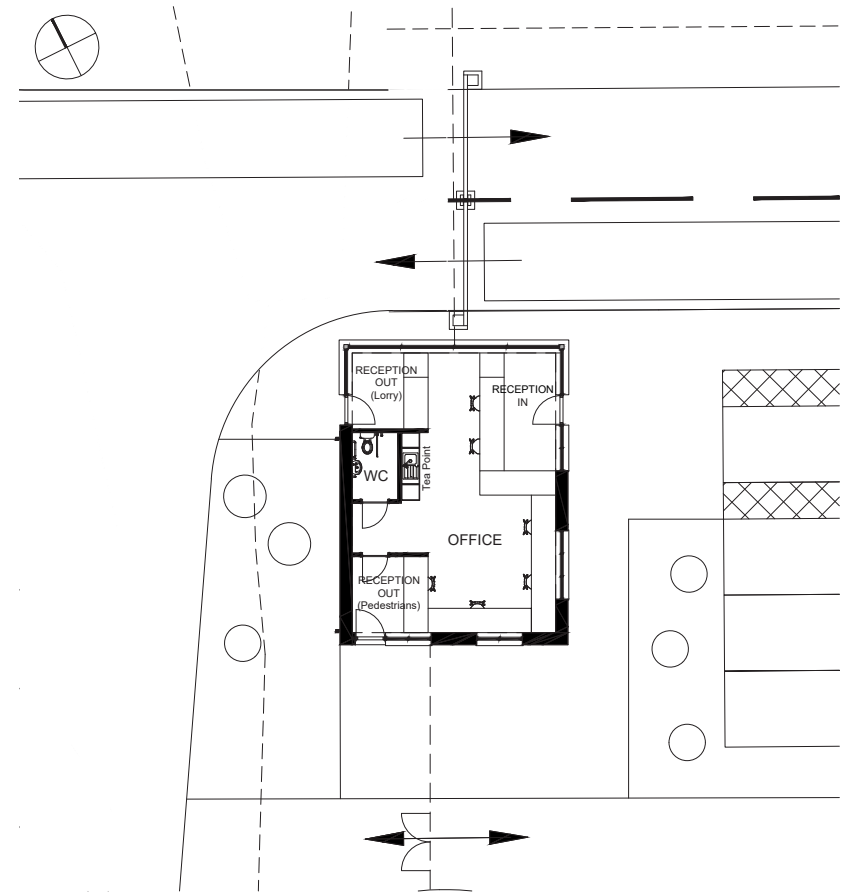
The security pavilion is of modest and functional size and is located south of the new access road and is designed to accommodate security staff. Access is provided f via a dedicated reception IN and OUT lobbies with a reception counter to the security office behind. The office is supported by toilet facilities, a tea point and some storage.

Efficient movement to and from the security suite is supported by strategic doors positioned on either side of the room, allowing staff to respond to arrivals.

Extensive glazing provides clear sight lines to the security barrier, arriving and departing traffic, with additional visibility eastwards towards incoming vehicles and visitors, and westwards towards departing vehicles and the service yard, ensuring effective monitoring and communication across the site.



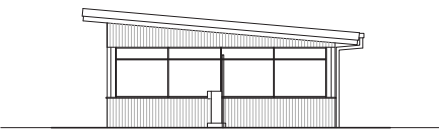
Chemring Countermeasures Security Pavilions - Roadside 3D View



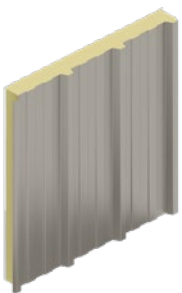
Chemring Countermeasures Security Pavilions - Proposed Ground Floor Plan



Chemring Countermeasures Security Pavilions - Proposed East Elevation



Chemring Countermeasures Security Pavilion - Proposed North

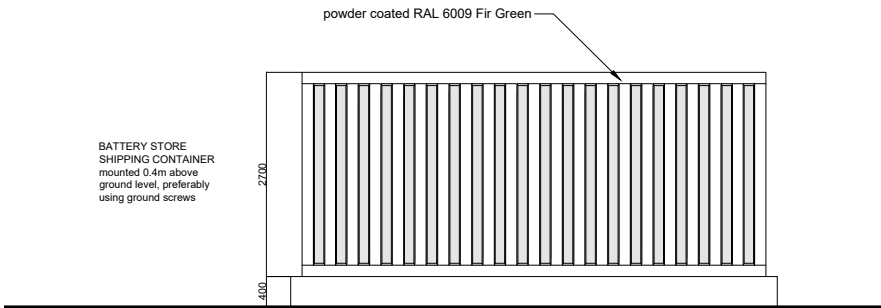


Area B - Solar Field B is located north of the new access road, directly served by the proposed A345 roundabout, and occupies the western edge of North Field beside the Chemring Countermeasures site. South of the access road, Area C - Solar Field A continues along the same western boundary, adjoining a consented solar development to the west and bordered by established hedgerows along the C292 to the south.

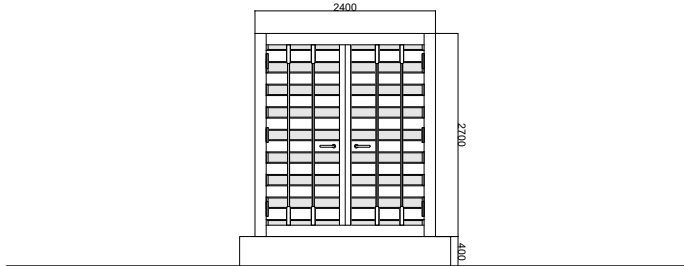
Solar Field A and Solar Field B will specifically include three battery-storage containers and a dedicated parking area for maintenance vehicles, positioned set back from the new access road and screened by new green landscaping.

The indicative Solar Field site layout for Areas B and C shows a series of free-standing photovoltaic arrays arranged in east–west rows. Each row extends to the limits of the site boundary and is spaced approximately 3.5m apart, ensuring that panels do not cast shade on one another and that sufficient access is maintained for routine maintenance. The length of each row is defined by the site’s boundary constraints, with the layout incorporating a 4m access zone along the security fence for maintenance vehicles, together with a 5m grass margin buffer towards the retained arable field beyond.

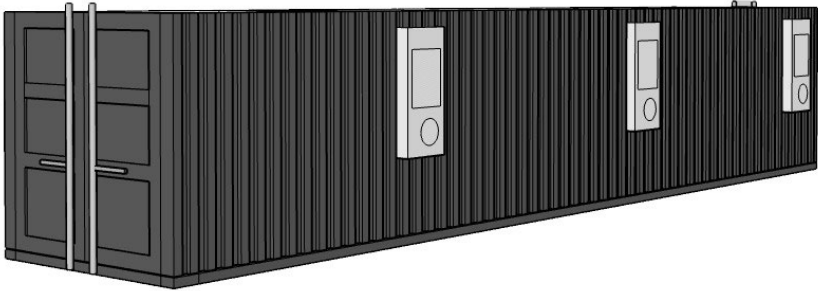
The boundary edges of Areas B and C, comprising arable land to the east, hedgerows along the C292 to the south, existing vegetation adjoining the Chemring Countermeasures site to the west, and agricultural fields and hedgerows to the north, provide opportunities for ecological enhancement. The proposed 5m buffer zone will create a grass margin to the remaining field and integrate the development into the surrounding countryside.



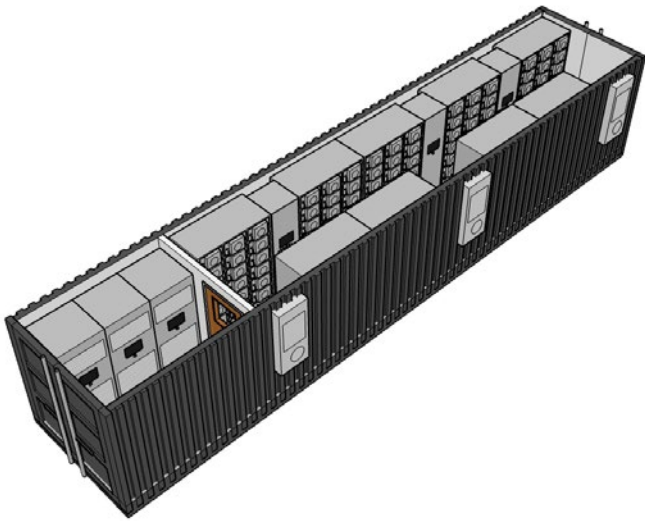
Battery-Storage Unit Shipping Container - Proposed Side Elevation



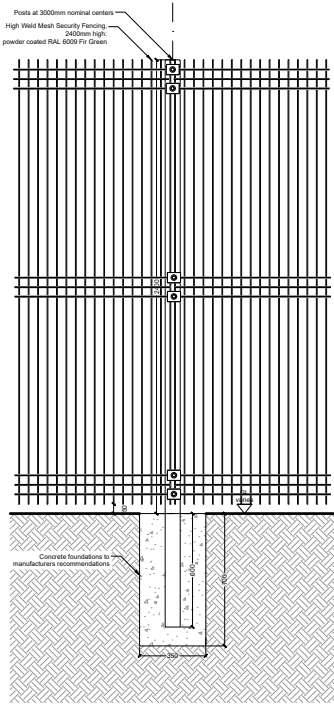
Battery-Storage Unit Shipping Container - Proposed Front Elevation



Battery-Storage Unit Shipping Container - Proposed Perspective



Battery-Storage Unit Shipping Container - Proposed Profile



Weld-Mesh Security Fence - Proposed Elevation

4.5 Area D - Chemring Staff Car Park

4.5.1 Use and Amount

Area D - Chemring Staff Parking occupies the westernmost part of the overall scheme and provides a new access route to the Chemring Countermeasures staff car park.

The Chemring Countermeasures site operates at a high level of activity, with regular vehicle movements and a strong emphasis on maintaining safety and security. To streamline traffic flow, the scheme proposes a new access route linking the facility to the A345 via Area A, establishing this connection as the main entrance to the Chemring complex.

To support this, new entry and exit pavilions for staff, visitors, and deliveries are positioned on either side of the site access point within Area B / C.

Within the Chemring Countermeasures site, safe circulation is supported by separating heavy-duty vehicles from other users, applying low speed limits suitable for pedestrians, and maintaining clear sight-lines through open layouts and landscaped areas.

Once through this new primary security checkpoint, employees will reach the main staff car park via an existing internal route that is to be upgraded to a high standard, incorporating the 3m wide shared footpath and cycleway, navigated from Solar Field A, along with a designated pedestrian crossing.

The staff parking provision for Chemring Countermeasures Ltd site will remain unchanged. The existing access from the C292 will be permanently closed through the installation of new gates and boundary fencing. The existing provision of staff parking at the Chemring Countermeasures site will receive circulation improvements whilst all marked spaces are to be retained.

Existing boundaries within Area D will be preserved and enhanced, with opportunities for ecological improvement delivered through managed habitats, additional tree planting, and features designed to support local wildlife.

4.5.2 Layout and Scale

The proposed entrance relocation moves access from the southern to the eastern boundary, providing a safer and more secure approach to the Chemring Countermeasures Ltd site, supported by improved parking arrangements.

Movement hierarchies have been carefully planned to separate pedestrians and cyclists from cars and HGVs. A 3m wide shared footpath and cycleway follows the upgraded internal route, ensuring a safer and more legible circulation network.

Staff parking provision at Chemring Countermeasures Ltd will remain unchanged. The parking layout will be adapted to improve circulation, reflecting the new northern point of entry.

All boundaries of Area D are to be left as existing. The site's eastern boundary, is predominantly formed an arable field which has approval for a solar farm (ref: PL/2023/04203), by agricultural fencing. Existing unkempt lawns line the new internal route to the north of the area containing existing planting. New 2.4m weld-mesh security fencing secure the site's southern border to the C292. The western boundaries are governed by the built environment of Chemring Countermeasures Ltd.

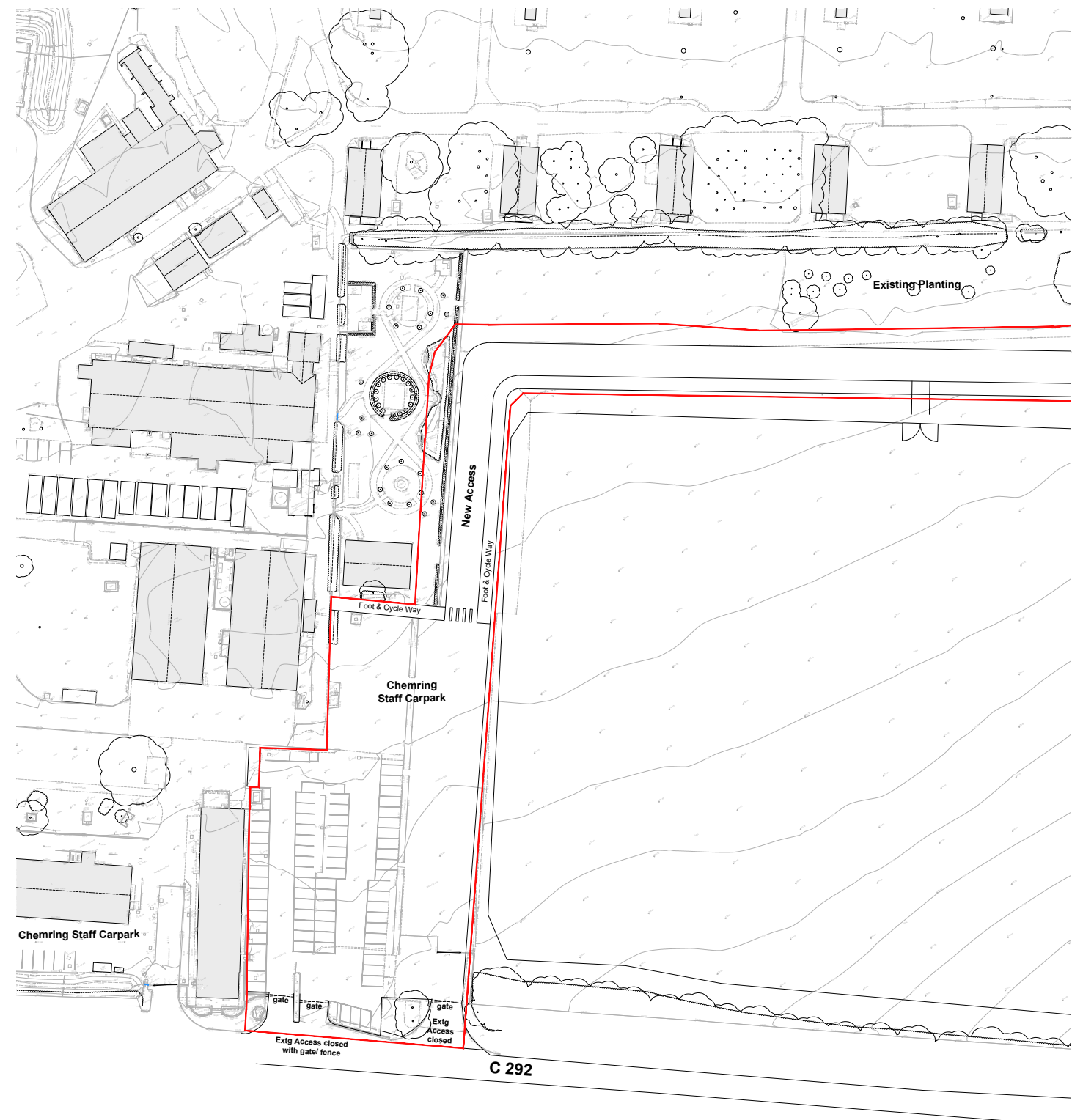
4.4.3 Landscape and Appearance

The proposals for Area D - Chemring Staff Car Park - are minimal, with no new buildings introduced. Instead, the focus is on low-level upgrades to the internal road network and parking areas. All existing vegetation and habitats will be retained to minimise environmental impact.

Hard-landscaped areas, including roads, service yards, and parking spaces, are designed to support appropriate vehicle turning movements throughout the site. The existing car park surfacing will remain as existing.

Pedestrian circulation will be clearly defined through kerbed edges and dedicated footpath paving, with dropped kerbs and tactile paving marking accessible crossing points.

New 2.4m high security gates and weld-mesh fencing will be installed, finished in dark green to help the infrastructure blend into the surrounding landscape.



Area D - Chemring Staff Parking - Proposed Site Plan

5. Sustainability & Access

5.1 Sustainability Generally

The National Planning Policy Framework (NPPF) establishes a clear presumption in favour of sustainable development. This is underpinned by three overarching and interdependent objectives: economic, social and environmental.

The proposals have been shaped to support investment and employment growth within the region. The site sits close to an established employment area and will provide additional capacity for business expansion, particularly for key local employers such as Callen-Lenz Associates Limited and Chemring Countermeasures Limited.

Sustainable transport is integral to the scheme, reducing dependence on private vehicles. A new shared pedestrian and cycle route will link the site to the A345 and the C292 which has onward links to the National Cycle Route, complemented by secure cycle storage. The local bus service already serves High Post, and new footpath connections and bus stops will provide direct access to the site.

Two new solar fields are proposed, allowing these developments to benefit from on-site renewable energy generation. In addition, electric vehicle charging points and bike charging facilities will be installed as part of the development to support a transition to low-carbon transport.

5.2 Construction

The development will be constructed as sustainably as possible, using local contractors and subcontractors and sourcing materials locally where practical.

The steel-framed buildings offer an inherently sustainable construction approach, as modern fabrication techniques allow steel to be sourced from recycled material. The structural steel can also be recycled at the end of the buildings' operational life.

Highly insulated wall and roof panels will support efficient heating and stable internal temperatures, while high-level glazing in workshops and warehouse areas will maximise natural daylight.

The buildings have been designed to utilise photovoltaic energy, ground-source and air-source heat pumps, and other modern low-carbon systems for heating and hot water. Together, these measures will provide high-quality, energy-efficient employment facilities serving both Salisbury and Amesbury.

5.3 Recycling & Waste Management

Waste storage and recycling provision are incorporated within the scheme design. Provision has been made on the masterplan for a dedicated refuse/recycling areas. These are located for ease of access for collection vehicles.

5.4 Building Services

The building will be specified to incorporate low energy and green design solutions where practical and financially viable within the project constraints. The intent is to ventilate and cool the buildings using passive means where possible and to maximise on the use of natural daylight.

5.5 Access Context

A new roundabout on the A345, incorporating foot-ways and bus stops, is proposed to improve traffic flow and enhance pedestrian safety, while providing direct access to the new Callen-Lenz facility and Chemring Countermeasures. The road network into the Callen-Lenz plot incorporates a bell-mouth access with compliant visibility splays.

Both access routes into the Callen-Lenz and Chemring Countermeasure sites utilise a controlled entrance to manage staff and delivery movements. Within the Chemring Countermeasures premises, the internal road network is designed to maintain safe access by segregating heavy-duty vehicle routes, enforcing pedestrian-friendly speed limits, and ensuring good visibility through open spaces and landscaped areas.

The scheme has been designed in accordance with all relevant access standards and mandatory codes, including Approved

Document M, BS 8300-2:2018, and the principles set out in the National Planning Policy Framework (NPPF). Thus all principal entrances will be at ground-floor level, with approaches formed from firm, even, and step-free surfaces to ensure full accessibility.

Approved Document M (2015 edition)
Code of Practice BS 8300-2:2018
National Planning Policy Framework (NPPF)

5.6 Approach

The development will be accessed from the new roundabout, with drop kerbs provided where required. Car parking areas will be formed with smooth, shallow gradients to ensure ease of movement. The site will operate as a controlled environment, incorporating pedestrian-friendly speed limits and generous open space and landscaping to create a high-quality employment setting.

Visitor and staff parking, including designated disabled bays, are provided. Disabled spaces are located close to principal entrances in accordance with BS 8300 guidance on accessible parking.

Sustainable transport to and from the site is encouraged to reduce the necessity for use of private motor vehicles. Alternative forms of transport include cycling. Cycling will be promoted by providing covered cycle parking on site. Electric car and cycle charging units will be installed.

5.8 Main Entrance

Doors at the principal entrances will comply with the required closing force for Disabled Access. The doors fail-safe will open the door in the appropriate position if the fire alarm is activated to allow instant egress. Inspection and testing of the fail-safe mechanisms

will be cited in the maintenance management program. Thresholds will be level, with a slip resistant floor finish.

5.9 Internal Circulation

Access to all the internal areas on the ground floor of each building will be without level changes with adequate door widths and no raised thresholds. Doors will comply with Part M by providing 775mm minimum clear openings. Door closers will be used to ensure effective closing of fire doors and entrance doors and will have a closing force of not more than 30N.

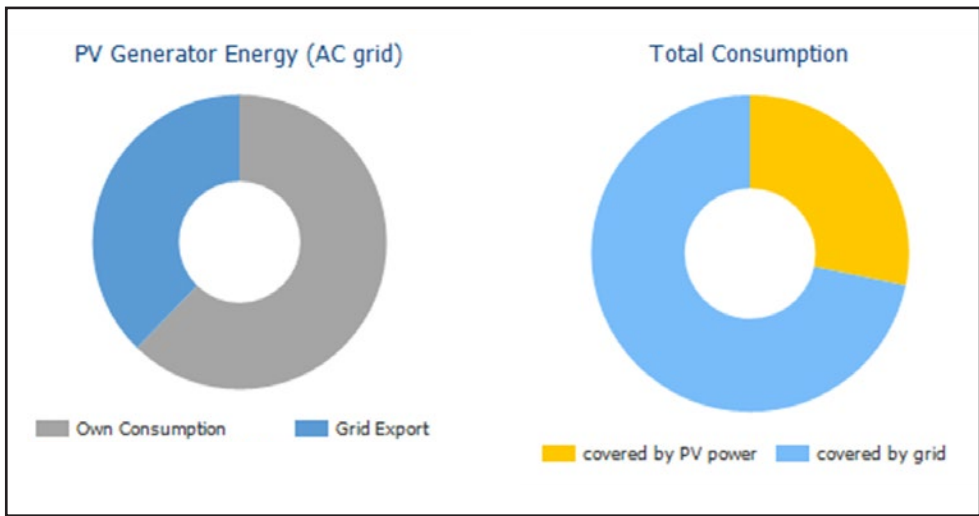
A wheelchair-accessible unisex WC will be provided on the ground floor of each unit and designed to comply with the requirements of Part M.

5.10 Energy Statement

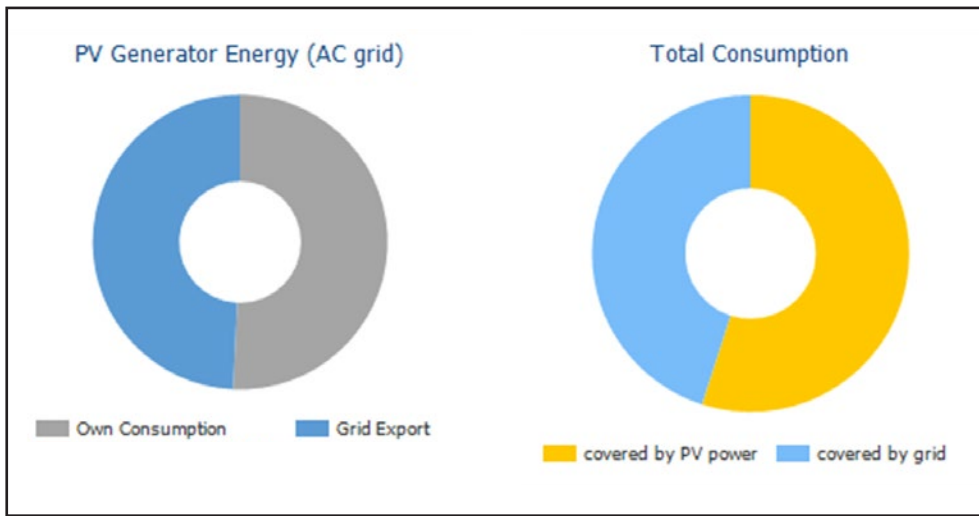
The solar fields included in this proposal have a combined peak output of 4.3MWp; Solar Field A (Callen-Lenz) is 2.3257MWp and Field B (Chemring Countermeasures) is 1.9838 MWp.

The two solar fields comprise approx. 6630 photovoltaic panels combined, generating capacity of 5019 MWh per year and an estimated annual offset of 2350 tonnes of CO2.

A private-wire connection to the proposed Callen-Lenz facility and the existing Chemring Countermeasures complex will supply overall approximately 50% of electricity (2815 MWh per year directly to these businesses). Any surplus electricity is directed to the national grid. A combined six battery-storage units are included for excess solar produced, to ensure the end user can draw energy when solar production is low or zero.



PV Generation and Use Simulation for Solar Field B - Chemring Countermeasures Ltd



PV Generation and Use Simulation for Solar Field A - Callen-Lenz

5.11 BREEAM

BREEAM (Building Research Establishment’s Environmental Assessment Method) is the worlds leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building’s environmental performance. This project of the Callen-Lenz plot (Area A) is targeted to achieve a rating of BREEAM “excellent”.

A BREEAM AP (Accredited Professional) has advised the project team on sustainability matters particularly relevant to design stages 2 up to planning submission. A BREEAM Assessor from Method Consulting was engaged to undertaken a BREEAM Pre-Assessment, measuring the proposal against the BRE Environmental and Sustainability Standard, BREEAM UK New Construction Version 7 as an Industrial / Office Scheme (shell & core). This scheme is applicable to new build non-domestic projects. In addition to a range of standard issues assessed for all building types, this also includes requirements specific to industrial / office buildings (shell & core). The BREEAM Technical Manual should be referred to for full details of each credit.

The Assessors BREEAM Pre-Assessment report demonstrates that the scheme has potential to achieve a BREEAM score of min. 70%, which would translate into a BREEAM rating of “excellent”. It should be noted that with the recent transition from BREEAM NCUK Version 6.1 to BREEAM NCUK Version 7 the targets are approximately 10-15% harder to achieve.

The BREEAM Assessor has determined this targeted rating on the basis of drawings and reports available for the project at the current design stage and assumptions for reasonable targets set with the Design Team and BREEAM AP in workshop meetings and subsequent correspondence. Targets include some assumptions at this point, and the final score will therefore be subject to design development.

Trade credits were targeted in 9 environmental categories where it was deemed that the scheme will be able to comply with the requirements of that issue.

A number category have set minimum standards (mandatory credits) that must be achieved for a BREEAM ‘excellent’ rating. There are also ‘pre-requisites’ which do not carry a score, but must be achieved in order to award a credit and/or rating.

Innovation credits provide additional recognition for exemplar sustainable performance, above and beyond the level that is currently recognised and rewarded by standard BREEAM credits.

Below is a brief overview of assumptions and targets set within the 9 categories.

Management

A detailed ‘project planning brief’ has been developed with the applicant Spitfire Enterprises Ltd, to ensure the facilities will suit their needs. A BREEAM AP has been appointed to advise the design team. There is a commitment to undertake some Life Cycle Carbon analysis of the scheme. The proposed contractor his highly experienced in responsible constructions practices. There will be a thorough commissioning and handover process with after-care support for the building users.

Health & Wellbeing

Credits are targeted for achieving high levels of visual comfort, particularly within the office areas, where work will be screen-based. Most of the proposed finishing materials are inherently low VOCs enabling a target of very good indoor air quality. It is also envisaged that high levels of thermal comfort and acoustic performance will be able to be achieved and demonstrated through the design specifications. The site layout will allow for safe and healthy surroundings, i.e. through provision of accessible external green amenity landscaped areas across the plot.

Energy

Targets in the energy section have been based on expectations for energy consumptions, M&E installations and Building performance. In addition to a high performing thermal envelope and efficient heating system, credits are targeted for allowing the users to monitor the energy use in different areas and functions in the building. The buildings are generally designed with natural passive design solutions in mind, such as natural ventilation and cooling, i.e. through opening high level windows. LZC technology is incorporated through installation of PV panels on Solar Field A with a dedicated private wire connection and efficient heat pumps. External lighting will be limited, controlled and energy efficient. Appliances and installations (i.e. lifts) will target low energy options.

Transport

Credits in this category can be awarded through preparation of a detailed transport assessment and travel plan from the outset of this project. The accessibility index for this location has been calculated and there is a commitment to provide information about available transport options including the 2 new dedicated bus stops of the scheme. There are a number of relevant amenities within

500m of the site, such as a food outlet, cash machine, leisure facility. The scheme includes appropriate facilities for cyclists and has specific EV charging spaces.
Water

The credit assumption is based on efficient sanitary ware and water use equipment with low dual flush WCs, low flow taps and efficient appliances. Pulsed water meters will be installed where relevant and a site wide water leak detection system will also be installed. Rainwater harvesting and dedicated controls will be utilised for any landscape irrigation. The water supply is assumed to be via borehole.

Materials

The credit targets in this category focus on responsible sourcing and design for durability and resilience.

Waste

The construction waste generated by this development is targeted to be extremely low, i.e. less than 1.9 tonne or 1.6m3 per 100m2 of GIA. A preliminary cut and fill exercise has been undertaken and it is targeted that the majority, if not all, excavation waste will remain on site. The steel framed scheme is designed for disassembly and adaptability. Adaptation to climate change has been reviewed and will be demonstrated further through the Energy Modelling tool. There are no speculative finishes proposed in this scheme, as the end user is known and designed for. There will be suitable facilities for sorting and storing operational waste by the building user.

Land Use and Ecology

A suitably qualified ecologist has advised the scheme design development from the outset. This allows for the ‘comprehensive route’ to be applied to the BREEAM credit assessment. Ecological Risks and Opportunities were identified and any impact on these targeted. Overall an ecological enhancement can be achieved and demonstrated for this site. This includes a commitment for long term ecological management and maintenance.

Pollution

Local air quality is achieved as all heating and hot water demands are supplied by non-combustion systems (electrics). Surface water run-off management is comprehensively designed and is based around sustainable drainage systems such as geocellular storage and bioretention systems.

Rating levels
Pass - 25%
Good - 40%
Very Good - 55%
Excellent - 70%
Outstanding - 85%

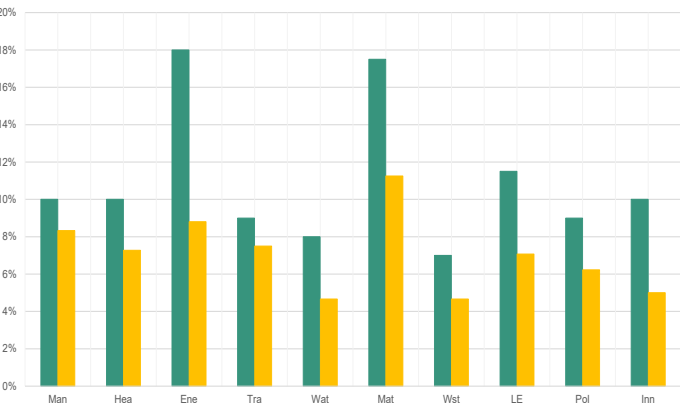
BREEAM Rating levels

BREEAM categories	
Management	Materials
Health & Wellbeing	Waste
Energy	Land Use & Ecology
Transport	Pollution
Water	Innovation

BREEAM Categories

Base Target (%)	70.79
-----------------	-------

BREEAM Pre-Assessment target



BREEAM Pre-Assessment credit targets per category

6. Conclusion

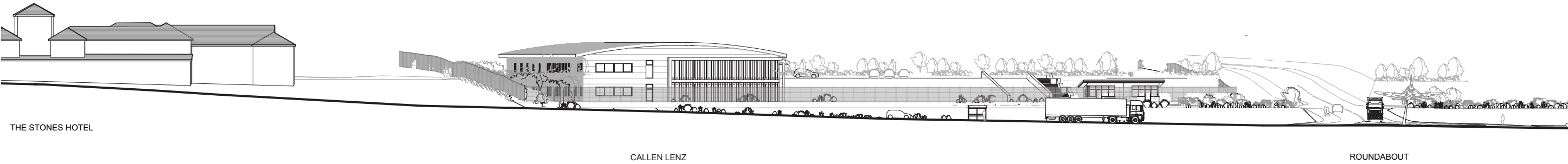
The application site is located near to High Post Business Park, occupying an agricultural field that previously formed part of an RAF grass airfield. Positioned strategically between Salisbury and Amesbury, the site is strongly influenced by the surrounding commercial and industrial context and is well contained within the established built environment of High Post.

The proposed development is employment-led, intended to support the continued expansion of two significant local employers: Callen-Lenz Associates Limited and Chemring Countermeasures Limited. Given the site's immediate industrial character, the scheme is considered appropriate for the location and is expected to deliver notable economic and community benefits.

The proposals are for the *Erection of a building amounting to 6,968sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works; A new roundabout from the A345 with footways and bus stops; A new access to Chemring Countermeasures UK including turning and security; Solar Fields; and associated works*

The National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development, underpinned by economic, social and environmental objectives. The proposal aligns with these objectives thus contributes positively to sustainable growth in the area.

In summary, the scheme represents an appropriate and well-designed form of development that will complement and enhance the existing character and functionality of High Post Business Park.



Street Scene A345