

ATLAS

PLANNING GROUP



Callen-Lenz

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Project Spitfire
Salisbury

PLANNING STATEMENT

Land Adjacent to the A345

High Post, Salisbury

March 2026

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INTRODUCTION

1.1 This Planning Statement has been produced by Atlas Planning Group in support of the proposed development of new employment space for **Callen-Lenz** and a new access for **Chemring Countermeasures UK (CCM)** along with associated infrastructure to include a new roundabout from the A345 and solar fields, on Land Adjacent to the A345 at High Post.

1.2 The National Planning Policy Framework (NPPF)(December 2024) states:

Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:

- a) **clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);***
- b) **storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and***
- c) **the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.***

[NPPF Paragraph 87]

1.3 This Statement details how the proposed development complies with the relevant national and local planning policies, including those within the Wiltshire Core Strategy (adopted 2015).

SITE DESCRIPTION

- 2.1 The site, known as Land Adjacent to the A345 at High Post, comprises 11.29 hectares. The application site currently contains arable land enclosed partially by hedgerows and bounded by the A345 to the east, and areas of Chemring Countermeasures (CCM) UK, bounded by the remainder of the Chemring Countermeasures Ltd site to the west.
- 2.2 The site forms part of a larger agricultural field and Chemring Countermeasures Ltd, both of which are accessed via road C292 to the south.



FIGURE 1 - AERIAL VIEW OF THE APPLICATION SITE AND IMMEDIATE SURROUNDINGS

- 2.3 The site is immediately adjacent to the Stones Hotel, which is afforded access from the A345, and is located opposite the High Post Golf Club.
- 2.4 According to the Wiltshire Council website there is no planning history at the agricultural field within the site. There are a small number of nearby relevant applications which will be discussed in greater detail in later sections of this Statement. Additionally, some pre-application discussions were held with Wiltshire Council's ahead of finalisation of the planning submission. These largely involved Officers

from the Development Management, Highways, Inward Investment, and Economy and Regeneration. No single formal pre-application response was provided, however where relevant, the discussions held are discussed later within this Statement.

- 2.5 There have been a number of planning applications submitted previously at CCM Since 2000 the following has been submitted at the business:

TABLE 1: CHEMRING COUNTERMEASURES LTD PLANNING HISTORY

Reference	Proposal	Decision
S/2001/2240	Erection of fence and two gates	Approved January 2002
S/2002/1309	Conference Room	Approved August 2002
S/2002/2289	Electrical switch room	Approved January 2003
S/2003/1674	Barn for Windstream facility	Approved November 2003
S/2004/0215	Building to house materials testing equipment	Approved March 2004
SW/2006/1943	Stationing of one Portakabin and toilet for use as training room	Approved October 2006
S/2007/1391	New single storey office	Approved August 2007
S/2008/1677	Erection of two production buildings, associated ancillary buildings and creation of a new access	Approved December 2008
S/2010/0587	Variation of Condition 6 of consent S/2008/1677	Approved September 2010
S/2010/0718	Retrospective amendments to drawings	Approved July 2011
S/2011/0939	Installation of two bunded deluge water storage tanks and associated	Approved August 2011

	infrastructure to secured production buildings 250 and 251	
20/07280/FUL	Proposed relocation of existing Burning Ground to a new location on the site, associated works to include Operators hut and storage containers to match existing adjacent	Approved April 2023
PL/2023/01182	Installation of a temporary Portakabin building	Approved April 2023
PL/2023/05125	Installation of a temporary Portakabin building to be used as a centralised office facility for a period of 5 years	Approved August 2023
PL/2023/04203	Install ground mounted solar photovoltaic (PV) panels	Approved June 2024
PL/2023/10638	Relocation of existing waste pyrotechnic material treatment and processing facility to a new location on the site, associated operators' cabin, storage cabins, storage compound, bunding, draining, lighting, fencing, hard and soft landscaping (part retrospective)	Approved July 2024
PL/2026/00198	Erection of a 900 sqm (Gross External Area) warehouse, with associated yard areas and improved internal access following demolition of an existing building.	Under Consideration

THE PROPOSAL

3.1 The description of development for this full planning application is as follows:

Erection of a building amounting to 6,968 sqm 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.

3.2 The proposal is largely split into four main components. Firstly, a new roundabout is proposed to the A345, providing access to the site. The roundabout will serve to maintain the flow of traffic along the A345 whilst providing a dedicated access for the employees of both companies within the site, namely Callen-Lenz and Chemring Countermeasures UK (CCM).

3.3 The roundabout will include bus stops and pedestrian footways with dedicated crossing points to ensure public infrastructure access to the site.

3.4 The roundabout will lead to an internal access road, providing access to the new Callen-Lenz facility. This will include the main building of 6,968 sqm for the business to include offices, research and development and warehousing, as well as facilities for staff members. The area will include parking for both staff and visitors and landscaped amenity areas. A small security area is proposed at the entrance to the facility, with parking and turning areas intended for small-scale deliveries or visitors who are not required to enter the site.

3.5 The Callen-Lenz main building will have a variety of elements. The entrance to the building will be on the northern elevation, leading to a lobby and meeting rooms suitable for visitors. There will be various staff facilities close to the lobby, including dining space and kitchen as well as toilets, storage, seating and amenity spaces. The remaining space on the ground floor will be divided into office space in the east and manufacturing in the west. The office space will be divided into areas of individual teams, with boardrooms, meeting rooms, breakout areas and facilities as required. The manufacturing area will include areas of storage and will link to a warehouse area for deliveries connecting to the external yard area.

3.6 Only part of the building will have a first floor, which will be above the office space in the east. This will be utilised as further office space, with additional meetings rooms, training rooms, facilities, storage, breakout areas and amenity/seating areas.

- 3.7 In total the building is anticipated to accommodate 250 staff members at the first occupation, growing to around 500 employees as the company expands within the next five years.
- 3.8 The materials proposed for the new building will include grey metal cladding and a grey roof to mitigate the visual impact of this part of the proposal. The surrounding landscaping will serve as areas of amenity space for the employees and will also frame and screen the development so that it serves to transition to the surrounding agricultural land.
- 3.9 The proposals include 235 parking spaces for Callen-Lenz, provided across the main parking area (180 spaces) and the overflow parking area (50) spaces, with 5 spaces in the visitor parking area delivered in accordance with adopted parking standards. Of the spaces proposed within the main car park, 20% will have EV charging provision (42 spaces), and across the site 5% will be accessible bays (12 spaces). Cycle storage will be provided close to the building, with a total of 28 covered cycle spaces including 6 with EV charging capabilities for e-bikes.
- 3.10 Due to the nature of Callen-Lenz's work, security is vitally important. At the entrance to the Callen-Lenz site there will be a small security building which will be staffed to allow access into the site for staff and visitors. An associated visitor area will be provided for vehicles waiting for security clearance, and this area can be used as a turning area for vehicles who entered in error. Larger vehicles who require turning will be escorted into the yard to manoeuvre. All vehicles will therefore be able to enter and leave in a forward gear.
- 3.11 West of Callen-Lenz, the internal road will continue to create a new access for CCM. CCM's current access is via the C292 in the south of the site. The revised access will be served by a security area, with associated turning and parking areas. It is intended for all traffic to CCM, including staff, visitors and deliveries, to come through the new access. Therefore, the existing access to the C292 will be closed via a gate. Internally minimal changes are proposed within the CCM site, with only a new internal road proposed to join the new access with the existing staff car park. No new areas of parking or additional floorspace is proposed within the site.
- 3.12 Finally, two solar fields are proposed close to the CCM facility to provide renewable energy for the scheme. These are positioned adjacent to the proposed solar field for CCM approved in 2024 under application PL/2023/04203, as a continuation of this array. It has been designed for one field to provide a sole connection to CCM and one field to provide a sole connection to Callen-Lenz, meaning both areas have been designed in accordance with the energy use for each company (known for CCM and anticipated for Callen-Lenz). For Callen-Lenz this is also important to ensure that the building complies with BREEAM standards for renewable energy generation and use.

- 3.13 The proposals have been designed to allow the expansion and growth of two well established businesses with a strong existing local presence, in turn providing economic and social benefits to Salisbury and the wider Wiltshire area.

CALLEN-LENZ



- 3.14 Callen-Lenz is a leading UK aerospace and defence technology company, specialising in advanced air systems including their development, design, testing, integration, and mission-ready deployment. Callen-Lenz have a specific focus on Uncrewed Aerial Systems (UAS), delivering versatile and next-generation solutions, and a focus on innovation, safety and operational excellence.

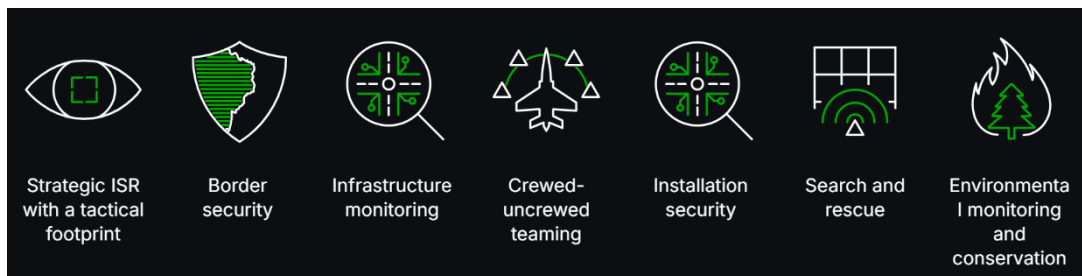


FIGURE 2: OPERATIONAL APPLICATIONS OF CALLEN-LENZ UAS

- 3.15 Callen-Lenz was founded in Wiltshire in 2007 with roots in aviation consultancy, with Senior Team members bringing experience as aircrew, engineers and innovators. By 2010 it was already a world-leader in the breakthrough technology of drone-based photogrammetric data capture, using in-house designed aircraft with modified sensors to fly over forests and crops gathering 3D and multispectral data.

- 3.16 In 2012 Callen-Lenz commenced work with the UK Ministry of Defence (MoD), initially with trial services which then grew to encompass regular provision of target services and flight testing.
- 3.17 Between 2019 and 2023 the company went through a period of rapid expansion, growing 40% year-on-year, and employees increasing from 46 to over 100.
- 3.18 The company prides itself on being a UK-based company, with the products created predominantly assembled in the UK with the majority of component parts sourced within the UK from British suppliers. It has spent a lot of time carefully selecting its supply chain, working closely with partners to form strategic relationships and ensuring the highest quality of components, allowing them to lead the way in both innovation and performance. It has been globally recognised for its ability to scale at operational pace.
- 3.19 It has now grown to over 250 employees and is critical to many platforms and services for civil and defence partners globally.
- 3.20 The company operates the majority of its staff from headquarters in rural Wiltshire, however due to the significant expansion of the business these premises are now not sufficient in both size and sustainability. It has therefore been necessary for Callen-Lenz to utilise a series of additional smaller sites as over-flow sites for staff and other sites for areas of storage which is impacting the efficiency of the business.
- 3.21 The global geo-political instabilities faced in recent years means the company has a planned expansion to around 500 employees, doubling the current workforce.
- 3.22 Whilst Callen-Lenz's proposed consolidation and expansion could take place elsewhere, the company wishes to stay within Wiltshire. This will allow it to retain its highly-skilled workforce, as well as its carefully curated supply chain, and the existing links to defence infrastructure within the area.
- 3.23 High Post was identified to Callen-Lenz as a suitable location for the business by Wiltshire Council in 2024 when the company sought assistance in finding a site in South Wiltshire.
- 3.24 High Post is well placed to serve Callen-Lenz as it enables strategic co-location with existing defence companies and aligns with existing partnerships with QinetiQ and other defence contractors located at Boscombe Down (a Principal Employment Area within Core Policy 35 of the Core Strategy). The proposal will help to solidify High Post as a Defence Cluster.
- 3.25 In preparing this Planning Application, the company has confirmed:

Due to the nature of work that Callen-Lenz undertake, we already work extensively with other defence companies in Wiltshire and see the planned development as a key part of our increased collaboration and integration with these companies.

Chemring Countermeasures being sited adjacent to the proposed development site is a significant factor in the selection of High Post as a potential new office, along with the proximity of Apsley Precision Engineering Ltd.

This emerging cluster is consistent with the Local Plan's commitment to employment zones that support high-value sectors and strategic industries.

CHEMRING COUNTERMEASURES LTD



- 3.26 Chemring Countermeasures UK Ltd (CCM) is the world leader in protecting air and naval forces from the threats posed by heat-seeking and radar-controlled missiles. It is an innovative company operating at the leading edge of the expendable countermeasures business, and it designs and manufactures countermeasures including both Radio Frequency (RF) and Infrared (IR) expendable decoys. As the lead global manufacturer of countermeasure decoys, CCM is classed as a UK critical industry being a sole source sovereign capability and provider of decoys to the UK MoD, as well as most NATO allies.
- 3.27 CCM has been located on its current site at High Post since 1962 when it acquired the Wessex Aircraft Engineering Company Ltd, although it has origins dating from the 1850s. The company occupies a site of approximately 40 hectares, some of which is within the west of the application site. It employs around 400 people all based at the existing site at High Post.
- 3.28 Current global instability within the UK and NATO sphere of operations has seen an unprecedented demand for the unique capability that CCM offers. This demand requires the modernisation of the High Post site to improve manufacturing safety, resilience, and output, which in turn offers stability to the

400 plus workforce employed by CCM as one of the largest employers in the region. Modernisation includes the rectification of transport access shortfalls, exposed in previous planning applications.

- 3.29 The current access to CCM from the High Post crossroads along the C292 is not suitable to serve the anticipated expansion of the business. However, the proposed internal access road through the application site, as well as the new roundabout on the A345, will provide the ability for CCM to expand operations at its High Post site, in turn allowing the company to remain a major employer within the Salisbury area.

PLANNING CONSIDERATIONS

- 4.1 This section of the Planning Statement sets out the key considerations for the assessment of the planning application in the context of adopted and emerging national and local planning policies and other material considerations.
- 4.2 The Wiltshire Core Strategy is the Council's currently adopted primary Development Plan Document (DPD), and the starting point for determining planning decisions within Wiltshire, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 4.3 The Council is in the process of adopting a new Local Plan. In November 2024 the Draft Local Plan was submitted to the Secretary of State for Examination, sessions for which commenced in late 2025. However, following correspondence from the Inspectors in December 2025, the Examination has been paused and currently no weight can be attributed to the emerging Local Plan.
- 4.4 The National Planning Policy Framework (NPPF) (2024) provides a national tier of policy and decision-making guidance for the planning system and forms a material consideration for all planning decisions.
- 4.5 The policies and guidance contained within the statutory DPD have informed the design process of the application to ensure that the proposal is an appropriate form of development for the area.

PRINCIPLE OF DEVELOPMENT

NATIONAL PLANNING POLICY

- 4.6 Paragraph 85 of the NPPF requires planning policies and decisions to help create conditions in which businesses can invest, expand and adapt, stating (emphasis added)

*"Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. **This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential**"*

- 4.7 In June 2025 the Government published The UK's Modern Industrial Strategy. The document states that the Government *"will make it easier and simpler for companies to do business, giving them the stability to make long-term investments"* (Page 12, Paragraph 1), with a particular focus on strengthening economic security, driving innovation, and enhancing skills and increase access to talent.

This latter point states the Government will support “*an increase in technology training and boosts for engineering, digital and defence skills*”.

- 4.8 Alongside the Industrial Strategy, the Government has also published individual strategies for sectors which it deems are most important. These include both Advanced Manufacturing and Defence, which are relevant to both Callen-Lenz and CCM.
- 4.9 The Government states it wishes to make Defence an “engine for growth” for the UK, by backing British jobs, British Industry and British Innovation (<https://www.gov.uk/government/publications/industrial-strategy-sector-plans/sector-plans>). It notes that the UK has one of the most advanced and innovative defence industrial bases in the world, and that the Government is committed to the largest sustained increase in defence spending since the end of the Cold War. Therefore, by 2035, it is proposed for the UK to be a defence industrial leader with a strong, innovative and resilient defence industrial base, ensuring that we are ready to deter and defend against threats faced both now and in the future.
- 4.10 The proposals seek to provide a bespoke commercial building for an existing business to both consolidate and expand, with a particular requirement to increase floorspace to allow for anticipate growth in employee numbers following national and regional investment in defence technology including drones. The ability of Callen-Lenz to expand will have a direct impact on the local economy both as the company supports other local defence related businesses such as CCM and APE Ltd both located at High Post, and QinetiQ at the nearby Boscombe Down. The buildings will have a high level of sustainability, achieving BREEAM Excellent standard, and will provide both internal and external amenity space and facilities for staff members. Therefore, the proposals accord with the current national policy contained within the NPPF and the future growth targets of the Government.

LOCAL PLANNING POLICY

- 4.11 Whilst located adjacent to the Stones Hotel and in close proximity to the High Post Business Park, which is a designated Existing Principal Employment Site (Core Policy 35), the site lies in the open countryside for planning purposes. The Core Strategy promotes sustainable development by directing development to defined settlements. Core Policies 1 and 2 seek to deliver new development in the most sustainable locations, based on a settlement hierarchy. Outside of the limits of Principle Settlements, Market Towns, Local Service Centres and Large Villages, and outside of the built-up area of Small Villages, new development proposals will not be supported unless they meet one of the exceptions policies identified at paragraph 4.25 of the Core Strategy.
- 4.12 The relevant exception policy in this case would be Core Policy CP34 ‘*Additional Employment Land*’ which states, inter alia:

“Outside the Principal Settlements, Market Towns and Local Service Centres, developments will be supported that:

- i. Are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements; **or***
- ii. Support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification; **or***
- iii. Are for new and existing rural based businesses within or adjacent to Large and Small Villages; **or***
- iv. **Are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the Council.***

[Adopted Policy CP34, emphasis added]

- 4.13 The emerging Draft Local Plan states that economic development is one of the six Plan objectives, with a desire for Wiltshire to have a *“buoyant, resilient and ‘green’ local economy in order to boost the local economy and provide high quality, accessible employment opportunities”* (Paragraph 2.4), and one outcome of the emerging Plan is for Wiltshire to have *“secured sustainable growth in established and emerging employment sectors, including defence-related employment, bioscience, advanced manufacturing, green technology, sustainable construction and business services”* (Paragraph 2.5). Whilst this document is no longer progressing through Examination, it indicates the direction of travel of the Council in relation to future planning policies.
- 4.14 The proposed development complies with criterion iv) of Policy CP34 which is focused on the wider strategic interest of the economic development of Wiltshire for the reasons set out below.
- 4.15 The application proposals will facilitate the relocation and retention of locally based Callen-Lenz and the modernisation and expansion of CCM.
- 4.16 The supporting text to adopted Policy CP34 states that several target or specialist sectors have been identified as particularly relevant for Wiltshire to promote the move towards a higher-value economy including *‘advanced engineering, defence and manufacturing’*. The outputs of both Callen-Lenz and CCM fit within this sector. The supporting text of CP34 goes on to state that *‘proposals which support these target sectors will be supported’*.

- 4.17 The proposed consolidation and expansion of Callen-Lenz would support the growth the company has seen in the past few years, and would also allow the company to increase from the current 250 employees to approximately 500.
- 4.18 Based on both short and medium term business strategies there is the potential for additional growth at CCM.
- 4.19 The Swindon and Wiltshire Strategic Economic Plan (2016) highlights how the local economy has lagged behind national averages, with Gross Value Added (GVA) in Wiltshire below the national average. Improving productivity is therefore a key objective of the Plan, and highlights the importance of retaining businesses like Callen-Lenz and CCM.
- 4.20 The 2016 Economic Plan also identifies three economic ‘Growth Zones’ where there are ‘*large agglomerations of economic activity with the greatest capacity for supporting sustainable growth*’. One of these is “Salisbury and the A303”, which the application site sits squarely within:

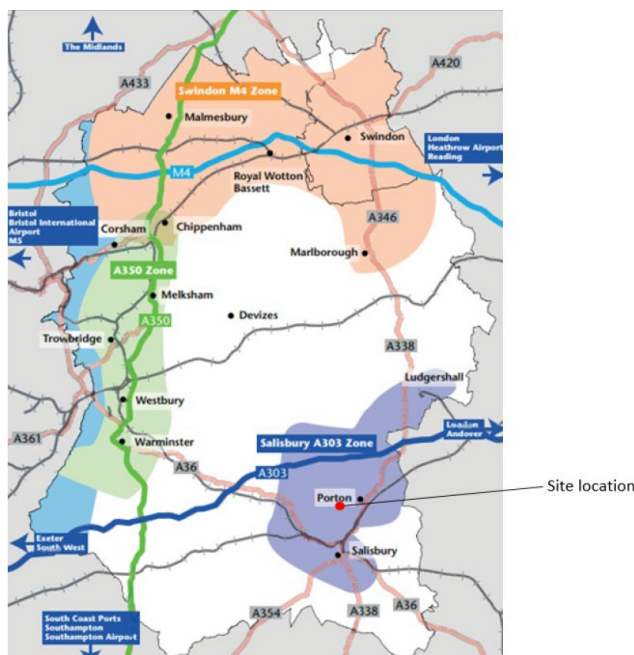


FIGURE 3: GROWTH ZONE IN SWINDON AND WILTSHIRE

- 4.21 There have been a number of planning applications for employment development within High Post in recent years, all of which have received support from Wiltshire Council’s Economic Development & Regeneration Officer’s. During an application in 2021 (Ref: PL/2021/11914) on a site to the south of the C292, the Officer noted (emphasis added):

*“The Economy Development service at Wiltshire Council write **to fully support** the application ... to invest in the expansion of the existing High Post Business Park through the construction of*

business units totalling 12,744sq.m with external areas, access, parking, landscaping and associated works...

... The new facilities would help meet some of the substantial demand that currently exists in South Wiltshire for business units...

Summary

*There is **currently unprecedented demand for business units in South Wiltshire**. Any that do come to the market are being taken very quickly and there have been none in recent times that have met the needs of the businesses listed, despite receiving help from local agents and Wiltshire Council. For reasons beyond the Council's control **the land that has been allocated for employment use around Salisbury is taking a long time to come forward, with the exception of Porton Science Park which has restricted uses**. This is having a **detrimental effect on the growth of the South Wiltshire economy**, and we are already seeing well established business move away from the area. **The recent and on-going growth in housing means that the population is increasing and unless there are local jobs for the new residents to apply for there will be a further increase in out-commuting with the negative consequences that this entails**.*

The current proposal is for a modest expansion of an existing business park which will help to satisfy some of the current unmet needs of the local business community"

- 4.22 The economic benefits of the proposal in an Industry which is specifically listed as an area of growth in adopted documents, plus the wider benefits to other Wiltshire Defence Industry businesses which are connected to both Callen-Lenz and CCM demonstrate the development will satisfy the requirement of CP34.
- 4.23 As mentioned, Wiltshire Council suggested the High Post location to Callen-Lenz as a suitable location for growth, recognising the area's capacity to become a Defence Cluster. The Town Centre Analysis, submitted in support of this planning application, has demonstrated that there are no other suitable locations for development of the proposal within one of the nearby town centres.
- 4.24 The proposed development therefore complies with criterion iv) of CP34 due to the wider strategic benefits of the proposal and the economic development which will be supported through the expansion of two cutting edge Salisbury based businesses.
- 4.25 Adopted Policy CP34 contains additional criteria which must be met by proposals for employment development on unallocated sites, summarised as:

TABLE 2: POLICY CP34

Adopted Policy CP34	
a)	meet sustainable development objectives as set out in the policies of this Core Strategy and
b)	are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity and
c)	are supported by evidence that they are required to benefit the local economic and social needs and
d)	would not undermine the delivery of strategic employment allocations and
e)	are supported by adequate infrastructure

4.28 The proposals also comply with these criteria contained within adopted Policy CP34 in the following ways:

CORE POLICY 34 - SUSTAINABLE DEVELOPMENT OBJECTIVES

4.29 From a sustainability perspective, the economic, social and environmental benefits of the development are set out below:

Economic

- The proposal will lead to the retention of 250 employees at Callen-Lenz within much improved facilities, and around 400 jobs at CCM with potential for both to increase (Callen-Lenz currently anticipate growth to around 500 staff);
- Both companies have many highly skilled roles due to the nature of the company, driving a higher value economy;
- The retention of Callen-Lenz within the County and the retention of CCM will support wider objectives to support 'target sectors' of defence, advanced engineering and manufacturing, and sustainable technologies;
- It is critical that Callen-Lenz remain within the Salisbury/A303 area to support the existing highly-skilled workforce, and represent the important roots of the company as a Wiltshire-based entity;

- It is important for Callen-Lenz to be located close to existing defence and engineering related businesses including CCM, APE Ltd and QinetiQ. This will facilitate stronger relationships moving forward, with benefits for the wider South Wiltshire economy; and
- A fit for purpose building for Callen-Lenz to suit their operational requirements will lead to both economic and environmental benefits through increased efficiencies, and the ability to accommodate all business needs within the same area, reducing the need for deliveries to other sites currently used for storage.

Social

- The retention of jobs and businesses within the local area for existing employees, most of whom live within the local area;
- Supporting up to 900+ jobs across both companies following the proposed expansion of Callen-Lenz;
- Most roles within the companies will relate to advanced engineering, systems integration, aerospace manufacturing, software and digital development, all of which are not only skilled roles but sought as specific areas of growth by both Wiltshire Council and the Government;
- Potential for future training and skill development opportunities, including on-site training, apprenticeship and career development pathways for college and university students, overall supporting regional skills uplifts and helping to address national STEM shortages; and
- Significant opportunities for future job creation including both in the construction and operational phases of development.

Environmental

- The development will promote sustainable travel with new bus stops and electric vehicle charging points for both cars and e-bikes;
- The Callen-Lenz building will be highly sustainable, and will achieve BREEAM Excellent standards;
- Two solar fields will provide a significant amount of renewable energy for both CCM and Callen-Lenz;
- As detailed in subsequent sections of this Statement, the development achieves a Biodiversity Net Gain (BNG) of 36.47% in habitat units and 80.18% in hedgerow units. This gain exceeds the

10% mandatory requirement and the aspirational 20% which was being suggested in the emerging Wiltshire Local Plan prior to its pause;

- The improved facilities will allow for reduced deliveries as it will consolidate all of Callen-Lenz business space within one building, rather than spread across a number of different sites as is currently experienced; and
- The bespoke building is designed to allow for cutting edge technology to be used in manufacturing and quality control, which will increase the efficiency of Callen-Lenz as well as driving forward carbon savings in advanced manufacturing, thereby reducing energy consumption required for production.

- 4.30 As detailed, the application proposals will lead to economic and social benefits through the expansion of both existing businesses. The development will lead to the retention and creation of highly-skilled jobs, both in the construction and operational phases of development.
- 4.31 The proposed Callen-Lenz building will utilise passive design measures, energy efficient equipment, and renewable energy from the solar array to ensure a sustainable development throughout both the construction and operational stages. It will utilise efficient building fabric with well insulated walls, highly efficient glazing and designs to ensure natural light will permeate throughout the building. It will also meet the energy targets set out in Core Policy 41, and will demonstrate BREEAM Excellent standards.
- 4.32 Two solar fields with full battery back-up have been proposed which will provide 4MW of power which is ample for Callen-Lenz and will provide additional power for CCM.

CORE POLICY 34 - SCALE OF DEVELOPMENT

- 4.33 Criteria b) of CP34 relates to the scale of development. In addition, Core Policy 51 states that development should protect, conserve and where possible enhance landscape character.
- 4.34 The application is supported by a Landscape and Visual Appraisal produced by LVIA Ltd (March 2026) and the proposed masterplan has been Landscape-led throughout development of the design.
- 4.35 The site is located adjacent to the A345 and is just to the north of a cluster of buildings which includes the High Post Business Park, the Stones Hotel, High Post Farm, Apsley Precision Engineering (APE) Ltd and a petrol station. The eastern section of the site falls from south to north, with the highest point on the southern boundary adjacent to the Stones Hotel, and the low point towards the northeastern corner adjacent to the A345. The High Post Golf Course lies opposite the site to the east of the road.

- 4.36 The existing facility of CCM comprises a variety of single storey buildings, as well as taller purpose-built buildings, with service yards and areas of parking. It has undergone a number of changes and additions since the 1980s, with 16 planning consents at the site since 2000, including buildings, bunds, accesses, parking, and temporary structures. Most recently a solar farm was approved at the site, and a new warehouse is currently being considered in planning. The current proposals do not include any built development within the CCM compound, but a small security building is proposed adjacent to the new access from the A345 roundabout.
- 4.37 The closest settlements to the site are to the west of the site at Great Durnford and The Woodfords, and Winterbourne and Porton to the east.
- 4.38 The iron age hill fort of Old Sarum lies on the northern edge of Salisbury, approximately 4km to the south of the site. The Landscape and Visual Appraisal confirms that the intervening distance, topography and vegetation cover creates a degree of separation between the site and this heritage asset such that there will be no impact from the proposals.
- 4.39 The application proposal has been specifically designed within the context of the cluster of development associated with High Post and adjacent to the 3-storey hotel development and commercial premises. This creates increased separation with Old Sarum and the associated views from the heritage asset. The proposals will also make best use of the sloping site, cutting the built form into the slope so that the rooflines are set lower than those at The Stones Hotel.
- 4.40 The Landscape and Visual Appraisal concludes that while the application proposals would represent a change to the character of the site itself, they would not be perceived in isolation. Where visible, the proposals would be seen in the context of other existing development associated with the High Post crossroads which comprises a mix of commercial, industrial and leisure uses. They would also be less prominent than the neighbouring hotel. The proposals would not affect the approaches to Salisbury from the north or the perception of a settled, undulating, large scale arable landscape forming the setting of the city. Therefore, it is considered that the proposals could be integrated without giving rise to any notable adverse effects upon the landscape character of the area.

CORE POLICY 34 - HISTORIC ENVIRONMENT

- 4.41 The application is supported by a Historic Environment Desk-Based Assessment provided by AC Archaeology. There have previously been some geophysical surveys undertaken at the site, with further surveys proposed to inform future trial trenching.

- 4.42 The submitted Desk-Based Assessment concludes that at this application stage there are no identified overriding heritage constraints which are likely to prohibit development. Furthermore, it states that while the proposed development will alter the site's land use and character, this will have a limited impact on the significance of the Historic Landscape Character and would not constitute an appreciable loss to the wider historic environmental resource. The need for, scale, scope and nature of further assessments or archaeological works will be agreed in consultation with Wiltshire Council officers in due course following a geophysical survey of the site in February 2026.

CORE POLICY 34 - DELIVERY OF STRATEGIC EMPLOYMENT ALLOCATIONS

- 4.43 The wording for Core Policy 34 specifically states that: *"In considering criterion viii of Core Policy 34 any such proposals should be supported by evidence to justify that they would not have a significant adverse impact upon existing, committed and planned public and private investment at sites identified in the Plan for employment development at Principal Settlements or Market Towns"* (Paragraph 6.13, emphasis added). This indicates that only sites allocated for employment land in the Core Strategy within the Principal Settlements or Market Towns need to be considered in accordance with the Policy. The consideration of Town Centre sites and the sequential approach has been set out within the other application documents.
- 4.44 As detailed, there is a clear shortage of employment land in Salisbury and South Wiltshire.
- 4.45 The Core Strategy included several mixed use and employment allocations in and around Salisbury including Fugglestone Red, The Maltings, Churchfields Industrial Estate, UK Land Forces Headquarters Wilton, and Longhedge Salisbury.
- 4.46 It has now been over 10 years since adoption of the Core Strategy. Within this time Fugglestone Red, Longhedge and UK Land Forces Headquarters have all commenced development, with the latter two now completed. Neither have provided the employment land initially anticipated by the Core Strategy. These will therefore not be impacted by the proposals.
- 4.47 The Maltings and Churchfields Industrial Estate are no longer being sought for the levels of development anticipated by the Core Strategy, and therefore these are not going to be impacted by the proposals.
- 4.48 The remaining site from the Core Strategy to be delivered is Fugglestone Red. This site received outline consent in April 2015 (Ref: S/2012/0814) for a mixed-use development including 1,250 dwellings and 8ha of employment land. The primary school at the site was opened in 2019, and reserved matters approvals have been granted for all of the proposed dwellings, with all residential phases either

complete or in the process of construction and occupation. Most recently, reserved matters were approved for a convenience store and Persimmon have commenced construction of this element of the scheme. However, despite this progress made on the wider site, no reserved matters applications have been submitted for the employment land.

- 4.49 Not only is the 8ha area for employment land currently vacant, but the site developers have continued to promote the land for other commercial development (through applications to vary the wording of the relevant condition) or for residential-led development within the latest Local Plan consultations.
- 4.50 A non-material amendment was submitted in 2024 (Ref: PL/2024/04214) to remove the restrictions on solely B1/B2/B8 uses within the employment area, allowing for other employment-generating use classes to be allowed. The application was refused, however it demonstrates clear intention from the developer to move away from solely employment uses at the site.
- 4.51 Within the Regulation 19 consultation on the Local Plan, the developer also submitted a proposed Masterplan demonstrating how the 8ha could be delivered to include Use Class E(g) light industrial, Use Classes E(d), F2(c), F2(d) and B8, and dwellings.



FIGURE 4: FUGGLESTONE RED PROPOSED MASTERPLAN

- 4.44 The Representations were appended by a marketing report which demonstrated that all the offers received at the site over a 12-month marketing period amounted to only half of the 8ha site, including offers which were withdrawn and were for other uses (such as leisure) rather than B1/B2/B8. It is therefore anticipated that this site will come forward for other uses in the short or medium term.
- 4.45 However, regardless, the proposals at the application site will not prevent the development at Fugglestone Red coming forward.
- 4.46 Firstly, the application area amounts to over 11ha, which is 3ha more than the area allocated at Fugglestone Red. Therefore, the proposal could not be located at this site.
- 4.47 Secondly, the proposal has additional objectives in supporting CCM through a new access and dedicated roundabout from the A345 which will remove the requirement for staff and deliveries to utilise the C292 of the High Post Junction. The new access will be more fitting for this regionally

important employer and will assist with future expansion plans. As CCM is already located at High Post and would face difficulties in moving to alternative sites due to safety requirements and taut HSE explosive licencing constraints it is necessary for the proposal to be located here.

- 4.48 Thirdly, for the proposal to achieve BREEAM Excellent standards, in compliance with the requirements of the Core Strategy (Policy 41), the proposed Callen-Lenz building will be supported by a large area of solar field to ensure it utilises renewable energy. These cannot be roof mounted solar panels due to the curved roof and the quantity required. However, this element of the scheme alone amounts to over 2ha of solar. It would not be feasible to utilise 8ha of the allocated land at Fugglestone Red for purely solar and prevent this coming forward for employment uses. But without this, the proposal would not be policy compliant in relation to BREEAM and would not achieve the objectives of the development.
- 4.49 Finally, Callen-Lenz has existing strong relationships with businesses in close proximity to High Post including CCM, Apsley Precision Engineering (APE) Ltd, and those at Boscombe Down including QinetiQ. It is therefore locationally preferable to be located close to these operators to facilitate further close work in the future. The site at Fugglestone Red has no connections to these defence businesses, and would therefore undermine the proposals objective to deliver a Defence Cluster.
- 4.50 Therefore, there are overriding needs for the location of the proposed development to be at High Post. The specific objectives of the proposal mean it will not have an impact on the delivery of additional employment land at Fugglestone Red, should this come forward by the landowners.
- 4.51 Overall, none of the major allocations included within the 2015 Core Strategy have provided any significant employment land. Where a minimum of 19ha of new employment was allocated, only around 1ha has been delivered to date.
- 4.52 The emerging Local Plan did state a growth of 12.3ha of employment land for Salisbury but did not include any employment land within the proposed allocations. It is anticipated that a revised new Local Plan may seek to provide more employment land in Salisbury, however this has not yet been drafted so cannot be impacted by the proposed development.
- 4.53 Overall, the application development will have no impact on the ability to deliver strategic employment allocations. The allocations within the Core Strategy are all at an advanced stage of development (aside from Churchfields Estate and The Maltings as detailed above).
- 4.54 Furthermore, the emerging Local Plan listed High Post as a Principal Employment Area prior to its pause at Examination, and in relation to the emerging residential allocation at Land North East of Old Sarum

stated: *“This site is also close to employment opportunities in Old Sarum and is relatively well located for other business locations close to the city, including the **Principal Employment Areas at Porton Down and High Post**”* (Paragraph 4.130, emphasis added). Therefore, the delivery of additional employment at High Post will support the housing growth within the area (either coming forward through a future Local Plan document or through speculative development in the area).

OTHER SITES

- 4.55 Pre-Application discussions held with Wiltshire Council Officers suggested that there was land available at some sites which were not allocated for development in the Core Strategy. Whilst this is not strictly necessary for consideration in relation to the requirements of Core Policy 34, which is specific in the wording of Paragraph 6.13 and part d of the Policy that only allocated sites should be considered, for completeness any known employment site in the area has been considered.

SOLSTICE PARK

- 4.56 Firstly, there is Solstice Park in Amesbury. This is a Principal Employment Site in the current Core Strategy. There is currently one area of the site being promoted for employment land, and a current planning application is being considered here (Ref: PL/2023/04997). This proposal is for full planning consent for 4 units comprising Use Classes E(g)(iii), B2 and B8 uses alongside associated access, parking, landscaping and services. The following floorspace is proposed:

TABLE 3: PROPOSED FLOORSPACE AT SOLSTICE PARK

	UNIT 12	UNIT 13	UNIT 14	UNIT 15
E(G)(III)/B2/B8 FLOORSPACE	1,780	1,237	1,511	7,012
ANCILLARY OFFICE SPACE	212	159	212	728
TOTAL GIA	1,992	1,396	1,723	7,740
PARKING SPACES	20	22	31	54

- 4.57 During the course of the planning application PL/2023/04997, the applicant has confirmed that Unit 15 will solely be used for B8 storage and it will not include any element of Use Class E or B2 uses.
- 4.58 As can be seen, the proposed floorspace that includes Use Classes E and B2 only amounts to 5,111 which is not sufficient for the space required by Callen-Lenz. If these buildings were combined with Unit 15, however, nearly double the amount of floorspace would be provided which would be too much for Callen-Lenz.
- 4.59 Additionally, the provision of floorspace across multiple buildings would not be suitable as the objective of the proposal is to consolidate the company within one building.
- 4.60 During the planning application, a number of considerations in relation to noise concerns have been raised, with the local Councillor calling the planning application in to Planning Committee due to these concerns, and various comments from Public Protection seeking to restrict noise at the site. The applicant has continued to provide detailed information regarding potential noise impacts, most recently on 12 February 2026 where it was considered that even the noise from HGV reverse beepers would need to be managed at the site. These noise restrictions would not be suitable for Callen-Lenz who, by nature of their business, utilise manufacture machinery.
- 4.61 In addition, there is no ability to provide large areas of solar power at Solstice Park, and as detailed above the proposed solar for Callen-Lenz amounts to over 2ha of land. Without this element, the delivery of Callen-Lenz could not be policy compliant in relation to BREEAM and would not fulfil the project's objectives in relation to sustainability and renewable energy.

- 4.62 Finally, the provision of only 127 parking spaces across the entirety of the site is significantly lower than is required by Callen-Lenz who already employ around 250 staff and are looking to expand to over 500. This provision would only cover approximately a quarter of the intended final staff. Whilst the proposal at Solstice Park has been designed to Wiltshire Council standards, this difference in parking is likely to result in increased pressures for parking outside of the site, for example within the roads around the site, which will have implications for the wider Solstice Park employment area.
- 4.63 Discussions have been held between Spitfire Enterprises and the landowners throughout the past few years, and the owners have indicated that firstly the site is not for sale, and secondly, they would be unwilling to amend the application to suit a different/specific end user. Therefore, the site is not suitable for Callen-Lenz.

SALISBURY PRINCIPAL EMPLOYMENT SITES

- 4.64 There are also Principal Employment Sites in Salisbury at Southampton Road, Old Sarum and Churchfields. None of these sites have properties or land of suitable size for sale or lease for Callen-Lenz.
- 4.65 For example, within Churchfields at the time of submission, a site search was undertaken which confirms that there are a number of small storage units available (under 1,000 sqm) and one large property at Hiflex House:

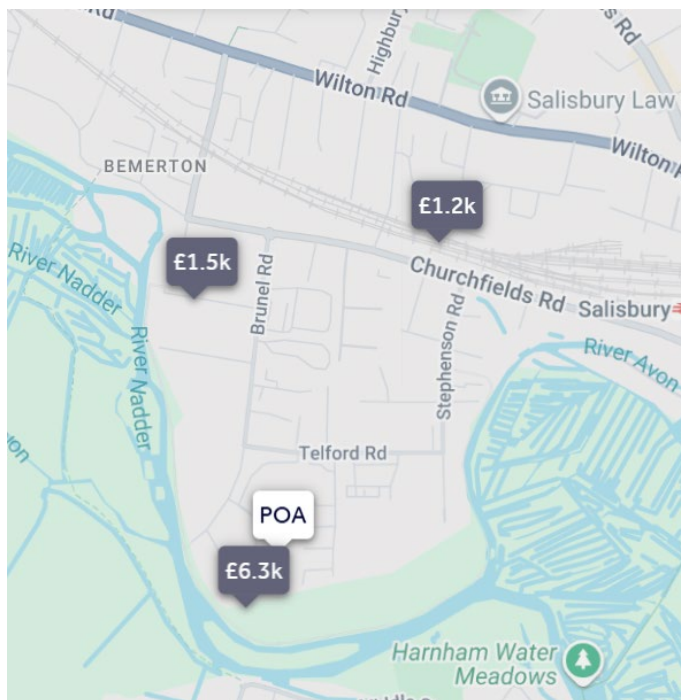


FIGURE 5: AVAILABILITY FOR SITES FOR SALE AND LEASE IN CHURCHFIELDS

- 4.66 Hiflex House, at Telford Road, is a single unit of over 11,400 sqm which is significantly larger than the floorspace that Callen-Lenz require. Due to the requirements of Callen-Lenz to operate a secure site, it also would not be possible to subdivide the building and lease or sell the other units to other occupiers. Therefore, it is not suitable for Callen-Lenz.
- 4.67 Similarly, at Old Sarum the search exercise has identified there are a number of smaller units (under 1,000 sqm) for sale or lease, but due to their size none of these would be suitable for Callen-Lenz.

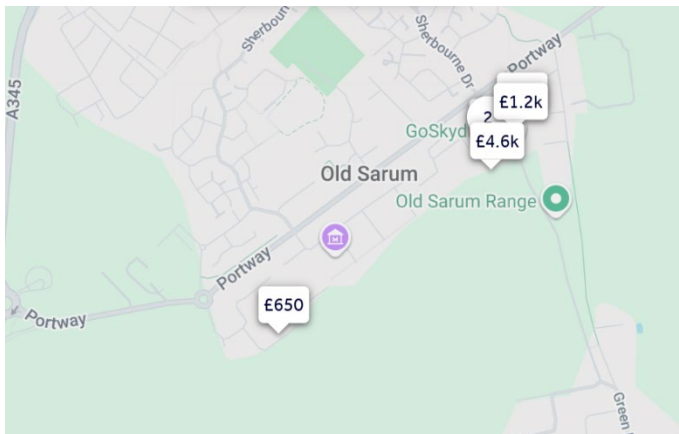


FIGURE 6: AVAILABILITY FOR SITES FOR SALE AND LEASE IN OLD SARUM

- 4.68 Within the search exercise, no properties or land was identified within the Southampton Road employment area.
- 4.69 Therefore, there are no suitable sites within Southampton Road, Churchfields or Old Sarum that would be suitable alternatives for Callen-Lenz.

MANOR FARM, SUMERLUG

- 4.70 The Council discussed prior to submission of the application that the recently approved employment site at Manor Farm, Sumerlug should also be considered as an alternative, even though it is not clear why this site should be considered as it is not located within a settlement boundary, it is not well served by public transport, it is not allocated for development in the Core Strategy, and it is not a Principal Employment Site. However, as above, for completeness this site has been assessed, and found to not be suitable for the proposed development.
- 4.71 The site at Manor Farm has planning consent to provide a large number of very small units (Ref: PL/2024/05302). The Officer's Committee Report for the approval demonstrates that a total of 57 units will be provided across seven buildings. This configuration is at odds with the proposed development

for Callen-Lenz of a single building to house the entire company, and therefore would not be suitable for the proposed development.

4.72 Furthermore, the consent at Manor Farm is the conversion of existing agricultural buildings. The site layout provided within the application is as follows:

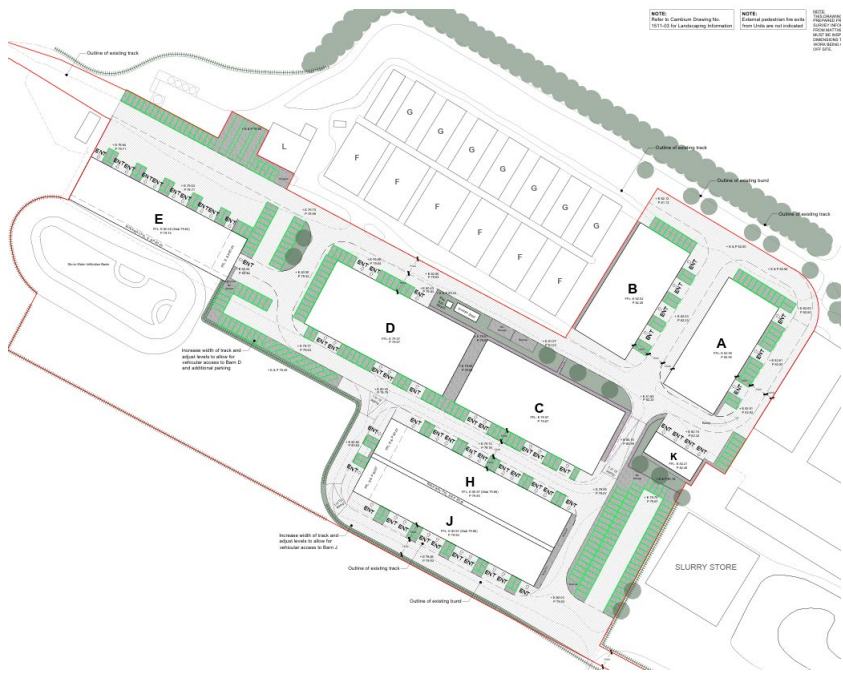


FIGURE 7: MANOR FARM, SUMERLUG SITE LAYOUT (REF: PL/2024/05302)

- 4.73 As can be seen, the existing agricultural buildings (labelled L, F and G) will be retained for use by the Farm, and the other buildings are set out across the approved area. The total area to be delivered at the site is around 12,300 sqm which is almost double the floorspace desired by Callen-Lenz, therefore they could not look to take on the entire site. However, due to security arrangements it would not be possible to erect security fencing around only some of the buildings without having significant detrimental impacts on the access and parking for other buildings and indeed the access required through the site for the farm.
- 4.74 Furthermore, the buildings within Manor Farm are all significantly different in design to that proposed for Callen-Lenz, which much lower heights of between 2.7m and 4.7m eaves height compared to the 7m eaves height (and associated doors) proposed for Callen-Lenz. This would not meet Callen-Lenz’s practical requirements, particularly in relation to the warehouse elements of the business.
- 4.75 Additionally, across the entire development at Manor Farm there are to be 284 car parking spaces. Given that Callen-Lenz would not seek to occupy all of the buildings which would provide much more floorspace than required, their staff would not be able to utilise all of these parking spaces. However,

with current staffing levels at 250 employees, and aspirations to grow to around 500 employees, these parking numbers are not sufficient. Especially considering that the Manor Farm site is not closely connected to any public transport infrastructure, unlike the proposal which will include dedicated bus stops, thereby meaning occupiers at Manor Farm will have a greater reliance on private car than any other site assessed.

- 4.76 Finally, as above, there is no ability to provide large areas of solar (over 2ha) for the Callen-Lenz power requirements, therefore meaning that if the proposals were located here they would not be BREEAM policy compliant nor meet the project objectives for sustainability and renewable energy.
- 4.77 Therefore, the site at Manor Farm is not a practical or feasible alternative for Callen-Lenz, and it is not a sequentially preferable site due to its location and constraints, therefore overall it cannot be an alternative for the proposed development.
- 4.78 Overall, it has been demonstrated that not only will the proposal have no impact on the delivery of strategic employment sites from the Core Strategy, but also that no other suitable alternative is available within the area. Notwithstanding this, however, it is important to note that Callen-Lenz have a specific desire to be located at High Post due to the proximity to other defence industries such as CCM, APE Ltd and QinetiQ, which would be lost should they move to a site further away. Additionally, the proposal includes improvements to CCM through the provision of a new entrance and associated use of the new roundabout (removing a significant amount of traffic from the C292 road to the south of CCM) thereby providing wider benefits to the Wiltshire economy. As CCM is already located at High Post, and has been there for over 60 years, this benefit of the proposal cannot be delivered at an alternative site but cannot viably come forward without the development of Callen-Lenz.

CORE POLICY 34 - SUPPORTED BY ADEQUATE INFRASTRUCTURE

- 4.79 The application site is located adjacent to the A345, and the proposals include the provision of a new roundabout to provide access to the site. The A345 provides a direct route to Salisbury in the south, and then onwards to Bournemouth, Poole and Southampton, or Amesbury and the A303 to the north.
- 4.80 Indeed, this is one of the reasons the area was designated a 'Growth Zone' within the Swindon and Wiltshire Strategic Economic Plan (2016), where it is stated:

"Transport has a key role to play in this; efficient transport networks can serve to increase the 'effective density' of a location by increasing the number of people who can access the area quickly and easily. This expands the prospective pool of talent to businesses, creates opportunities for networking and helps to attract supporting services and amenities."

- 4.81 Policies 60, 61 and 62 of the Core Strategy state that Wiltshire Council wishes to reduce the need to travel by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. These policies also seek for developments to provide appropriate mitigation measures to offset any adverse impacts on the transport network at both the construction and operational stages.
- 4.82 The proposals seek to relocate Callen-Lenz from their existing premises at Chilmark to High Post, a distance of around 15 miles. It is anticipated that all the existing staff (around 250) will be retained. The relocation of the business within the same Functional Economic Area (FEMA) will prevent out-commuting, which has wider benefits on the transport network.
- 4.83 It is anticipated that the new premises will eventually lead to a growth of around 250 employees for Callen-Lenz (500 in total), and the use of sustainable transport will be promoted to both new and existing staff through a Travel Plan, a draft of which has been submitted in support of this application.
- 4.84 The proposal will include a new access onto the A345, which is the main road between Salisbury and Amesbury. The access will take the form of a roundabout junction, which is discussed in more detail later within this Statement and within the submitted Transport documents.
- 4.85 The roundabout will provide access to the Callen-Lenz site, as well as providing onwards connections to a new entrance for CCM and the solar fields.
- 4.86 Bus stops with dedicated pedestrian crossing islands will be provided on both the north and south arms of the roundabout, linking up with the existing public transport network between Amesbury and Salisbury. The internal road will have dedicated pedestrian footways with dropped kerb crossing points where relevant.
- 4.87 A dedicated pedestrian footway and cycle path will also be created to connect this internal access road with the unnamed road to the south of the site, known as the C292. The C292 provides onwards connection to the west to the National Cycle Route 45, which is the key cycling infrastructure between Salisbury and settlements to the north including Amesbury, Bulford and Durrington.

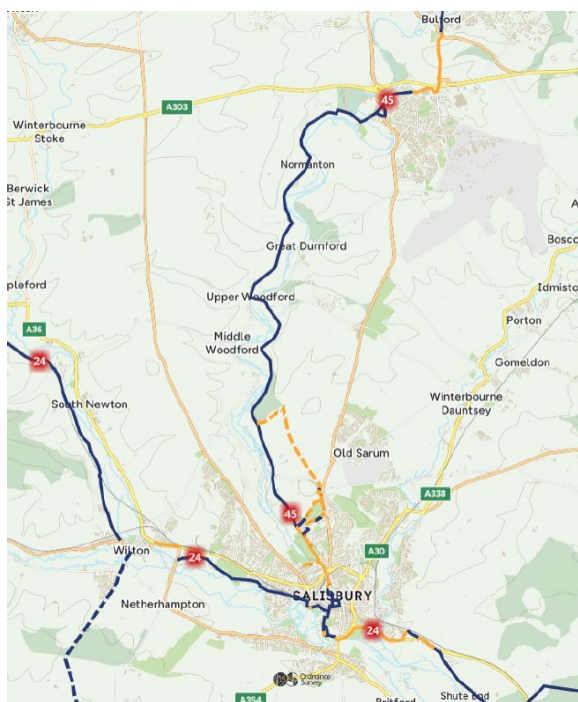


FIGURE 8: NATIONAL CYCLE ROUTE 45 LOCATION

- 4.88 Further details about the Transport and Highways design of the proposal are set out in later sections of this Statement.
- 4.89 The proposal will be supported by all the other infrastructure required to support businesses at this location, including internal and external amenity space for staff, parking for cars and bikes (including electric vehicles), accessibility accesses, soft and hard landscaping, and a large solar array to provide renewable energy. Therefore, in accordance with the requirement of CP34, the development will be supported by the adequate infrastructure necessary for the proposal.
- 4.90 Overall, it has been demonstrated that the proposals comply with the criteria contained within adopted Policy CP34 relating to employment development and will deliver a number of social and economic benefits for Salisbury and Wiltshire.

CHEMRING COUNTERMEASURES UK (CCM) NEW ACCESS

- 4.91 Core Policy 35 relates to Existing Employment Sites and states that in order to deliver a thriving economy which provides a range of job opportunities, Wiltshire depends on “*retaining the availability of and enhancing existing employments sites, as well as creating new opportunities in appropriate locations*” (Core Strategy, Paragraph 6.14). The Plan continues by stating that it will be important to retain existing employment sites outside the Principal Employment Areas to maintain diversity and choice of sites for employers and allow for local business expansion.

- 4.92 The proposed new access for CCM is fully in accordance with CP35. CCM is an existing large employer (approximately 400 staff) at High Post with a desire to increase productivity within the current site. In order to do this, the revised access with a direct road onto the A345 is required, reflecting the increasing highways patterns that the company has experienced at High Post within the last decade.
- 4.93 The proposed new access will not directly increase traffic to or from CCM, but will look to re-route the traffic from the C292, where the current entrance to the site is located, to the roundabout off the A345. This will marginally decrease the amount of traffic utilising the High Post signalised junction, as staff and deliveries coming from the north (e.g. from Amesbury or the A303) will no longer need to go through this junction. Additionally, whilst the staff and deliveries coming from the south (e.g. from Salisbury) will still utilise the signalised junction they will no longer be required to turn onto the C292 at this location, and instead will go directly across the junction towards the new roundabout.
- 4.94 Currently some staff at CCM take the bus from the existing bus stops at the High Post junction. The proposed new bus stops will provide more efficient and safe infrastructure for these staff members, as there will be a dedicated footway within the proposed development, leading from CCM to crossing points at the new roundabout. It is anticipated that this improved infrastructure will lead to much greater public transport use by existing staff, as well as those proposed at Callen-Lenz.
- 4.95 Additionally, staff who cycle to CCM generally utilise the nearby National Cycle Network (NCN) Route 45 through the Woodford Valley, as this provides connections both to Salisbury in the south and Amesbury in the north, connecting to the C292 to the west of the site. The proposal includes a dedicated cycle path from the C292 to the new CCM access so that this connection is maintained.
- 4.96 Therefore, this element of the proposal is specifically designed to support a large, existing employer in the area, retaining it at the High Post where it has been situated since the 1960s in accordance with Core Policy 35. The principle of this element of the scheme is therefore established.

SOLAR FIELDS

- 4.97 The proposal includes two areas of solar fields to provide energy to both CCM (in addition to the adjacent solar field approved under application PL/2023/04203) and Callen-Lenz.
- 4.98 Core Strategy Policy 42 relates to Standalone Renewable Energy Installations, noting how standalone renewable energy installations of all types will be supported, and that applications will need to consider a number of factors including the landscape, biodiversity, the historic environment, and amenity, amongst other things.

- 4.99 The proposal includes the provision of solar energy to support the two businesses involved in the application, including the move towards more renewable targets for each. The ability for each business to be in control of some or all of their energy requirements will assist in a number of ways. Firstly, it will provide flexibility to draw on what is required with the potential to utilise battery storage to further enhance energy efficiency and reduce reliance on the grid. This is particularly important for two defence companies who at times may have higher energy demand than other commercial uses.
- 4.100 This will also provide energy security. As has been experienced recently, energy prices can change dramatically due to global shifts, and the ability to provide a large amount of energy from a renewable source close to the sites means CCM and Callen-Lenz will not be significantly impacted by these cost increases. Again, this is important to maintain a consistent level of productivity for these two regionally and nationally important defence companies.
- 4.101 The proposed solar fields can be erected quickly, and do not need to rely on buildings to be erected before they can first generate electricity. Therefore, they can provide power during the construction phases of the development as well as the operational phases, enhancing the site's ability to rely on renewable energy.
- 4.102 As stated, the solar fields have been designed to the specific requirements of CCM and Callen-Lenz, taking into account the need to deliver consistency and looking at the shift patterns used by the companies. However, at times when the businesses are not utilising large amounts of energy (for example during the weekends), or when solar production occurs prior to commencement of the workday (for example during the summer months), any additional electricity can be exported back to the grid. Not only does this provide a moderate financial benefit, but it also supports the wider Wiltshire community who are currently reliant on the grid.
- 4.103 The application documents, including those that have covered landscape, design, amenity, biodiversity/ecology and the historic environment have all considered the solar fields within their assessment and found that the proposals will not have a significant impact on the wider area. Therefore, this element of the proposal has been developed in accordance with Core Policy 42 and the principle of this element of the scheme is therefore established.

SUSTAINABILITY AND BREEAM

- 4.104 As stated, the proposal will achieve the three objectives (social, economic and environmental) of sustainable development in accordance with the NPPF.

- 4.105 The Core Strategy's key strategic objective is to address climate change. It requires developers to meet this objective under Core Policy 41 – Sustainable Construction, which specifies sustainable construction standards are required for new development. This policy identifies how sustainable construction and low carbon energy will be integrated to all new development in Wiltshire. The Policy requires all new non-residential development to achieve BREEAM Excellent standards from 2019.
- 4.106 Carbon reduction is a key theme in the Council's response to the climate change emergency and the LPA encourages the incorporation of sustainable construction techniques/ infrastructure and low carbon energy in schemes where possible. The use of low carbon technologies, high standards of thermal efficiency, and robust and quality materials as proposed should be supported.
- 4.107 Method consultants have prepared an Energy Statement Report and BREEAM Pre-Assessment to accompany the planning application which sets out how the proposed development addresses local planning policies relating to energy and sustainability.
- 4.108 The strategy takes into consideration the site layout and requirement for the building type to produce a landscape-led design for the proposal that incorporates the most appropriate technologies available to the site. This provides a commercially viable scheme whilst targeting compliance with all policies applicable to this development.
- 4.109 The energy strategy for the proposal consists of passive design and energy efficient measures such as the provision of energy efficient lighting, and solar fields to provide renewable energy. The use of further emerging technologies may be included within this development if their feasibility increases in the future, in line with best practice.
- 4.110 The proposed development achieves a pre-assessment BREEAM rating of 'Excellent', with a score of over 70%. As such, this aligns with Core Policy 41 of the Wiltshire Core Strategy. Evidence of this pre-assessment and further details can be found within the submitted documents.
- 4.111 Overall, the design has made all reasonable endeavours to achieve the maximum carbon savings. The fabric performs significantly better than that of building regulations minimum standards and highly efficient systems are specified.

IMPACT UPON THE CHARACTER OF THE AREA

- 4.112 Paragraph 131 of the NPPF states that *"the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"*.

- 4.113 Core Strategy Policy 57 requires new development to be sympathetic to local setting, maintain a high-quality environment and protect, complement and enhance valuable contextual features and character.
- 4.114 Additionally, Core Policy 51 'Landscape' states, inter alia, *"development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures"*.
- 4.115 The application is accompanied by a detailed Landscape and Visual Impact Assessment (LVIA) prepared by LVIA Ltd (March 2026), which assesses the landscape impact and acceptability of the proposed development.
- 4.116 In summary, the LVIA sets out an assessment of the development's effect upon landscape character. The proposals have been assessed against the various key characteristics and landscape and visual sensitivities within the published assessments. It is considered that the proposals would not give rise to any notable adverse effects. The proposed development would be located immediately adjacent to an established cluster of commercial and industrial development which has grown up around the crossroads at High Post.
- 4.117 The submitted Landscape Proposals demonstrate that the development is a landscape-led scheme, breaking up the proposed hardstanding to include larger areas of planting, green space and outdoor staff amenity areas.
- 4.118 The proposed changes to level will ensure that the ridge height of the proposal is lower than that of the adjacent Stones Hotel, with new planting included to soften the boundaries of the site particularly adjacent to the existing and new road network.
- 4.119 The proposed uses and scale of development is considered appropriate to this existing setting and, while it is acknowledged that the proposals would result in the loss of an area of arable land, the proposal includes a comprehensive landscape scheme to mitigate this loss in relation to Biodiversity Net Gain (BNG), with a significant amount of planting introduced across the site.
- 4.120 As the proposed Callen-Lenz building will be lower than the existing Stones Hotel, the proposals will not adversely affect any important skylines.
- 4.121 Viewpoints have been assessed within the LVIA from various places around the site, including public highways and bridleways. These confirm that the proposals will not be visible from most areas due to existing topography, built development and field boundaries. Any views that will be available of the

site and proposals will largely be for road users, and will be against the backdrop of existing development, therefore meaning there will be no significant effects on the Landscape.

- 4.122 The proposed development in terms of amount, layout, scale and materials are in-keeping with the character and density of other development in the vicinity (Stones Hotel, High Post Business Park, CCM etc) and taking into account the proposed mitigation is acceptable with regard to Core Strategy Policies 51 and 57.

HERITAGE ASSETS

- 4.123 Core Policy 58 '*Ensuring the conservation of the historic environment*' requires development to protect, conserve and where possible enhance the historic environment. This echoes the provisions in Chapter 16 of the NPPF '*Conserving and enhancing the historic environment*'.
- 4.124 A Historic Environment Assessment has been undertaken by AC Archaeology (February 2026) which is accompanied by a Gradiometer Report following two geophysical surveys undertaken at the site. These have assessed the known and potential heritage resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on any archaeology.
- 4.125 There are no Scheduled Monuments or Listed Buildings within the site. The following designated and non-designated Heritage Assets were considered within the Assessment:
- 4.126 Ogbury Camp located approximately 1km from the site and is an asset of high significance. The earthworks of the scheduled enclosure are not visible from the site and the application site does not form an appreciable part of the monument's setting, therefore there will be **no change** to the setting and significance of this asset.
- 4.127 Figsbury Ring is a Neolithic henge and univallate hillfort located approximately 4.9km from the site, which is an asset of high significance. The intervening undulating topography and vegetation between Figsbury Ring and the site provide some screening, and as the proposed development is at a lower elevation than the High Post Business Park and CCM, and of comparable scale to the neighbouring hotel, it is concluded that the proposal will result in **no change** to the significance of this asset.
- 4.128 There are two listed milestones at High Post and Winterbourne Gunner Turning location approximately 440m and 920m from the proposed access to the site, which are assets of medium significance. Neither milestone is visible from the application site and the proposal will result in **no impact** to their setting, and **no change** to their significance;

- 4.129 The document includes a Statement of Outstanding Universal Value (OUV) which confirms that the World Heritage Site (WHS) of Stonehenge and Avebury is a heritage asset of very high significance. The 5km Zone of Theoretical Visibility (ZTV) produced as part of the assessment demonstrates that the site does not share intervisibility with the wider WHS or key monuments within it. It is therefore anticipated that, in the absence of any intervisibility and with the carefully designed lighting arrangements, the proposal will result in **no change or at worst a negligible negative change** to the setting and therefore the OUV of the WHS.
- 4.130 There is a pillbox located within the area proposed for the solar fields within the site, however the current setting of the site has no direct connection with the structure, with all previously relevant structures (including the former airfield and other pillboxes) now removed from the area. Overall, it is anticipated that the proposal will result in a **minor negative change** to the significance of this low significance asset.
- 4.131 The LVIA has considered views of the site from Old Sarum, and demonstrates in Paragraph 6.1.6 that the proposals would not be visible from this historic feature due and therefore the landscape setting of Old Sarum will not be affected.
- 4.132 In terms of archaeology, in accordance with the NPPF, a series of gradiometer surveys have been undertaken at the site, covering an area of 10.9ha. The Finding Reports have been submitted in support of this planning application and conclude that these surveys did not identify any anomalies of archaeological origin.
- 4.133 It is therefore considered that sufficient information has been submitted with the planning application to confirm that the proposal will not have an impact on above ground heritage assets or below ground archaeological remains.

HIGHWAYS AND TRANSPORT

- 4.134 Paragraph 116 of the NPPF (2024) states that, *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe”*. Additionally, Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. Both a Transport Assessment and a Travel Plan have been prepared and submitted in support of the planning application.

4.135 The NPPF Glossary includes a definition of Sustainable Transport, stating:

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

4.136 All of these methods of transport have been considered in the development of the proposals.

4.137 Core Strategy Policy 61 'Transport and New Development' states that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

4.138 Connect Consultants have prepared a comprehensive Transport Assessment (March 2026) to support the application, which assess the acceptability of the proposal from a transport/highways impact perspective.

4.139 The application proposals include a new roundabout on the A345, which has a 3m shared footway/cycleway leading into the site which continues along the length of the proposal internal access road proving a new primary access to CCM. The roundabout also includes new bus shelters on either side of the A345, allowing for bus travel to and from both Amesbury and Salisbury. Furthermore, islands on each carriageway allow for safe pedestrian crossing to ensure employees or visitors to the proposed site can utilise public transport and reduce reliance on the private car.

4.140 In accordance with the adopted guidance, a number of different junction designs were considered for the proposed development. Firstly, the least intrusive design would be a T-junction, however this is not suitable due to the amount of traffic using the A345. Secondly, a traffic light junction was considered, but again this was found to not be suitable for the site due to the proximity of the existing High Post Junction which would be impacted by the introduction of an additional set of lights only a short distance away. Therefore, it was considered that a roundabout was the most suitable junction for the amount of traffic both using the A345 and anticipated to enter the site, taking into account the location of the site within the existing highway network.

4.141 The Assessment finds that the development has a good level of accessibility by all relevant transport modes and is accessible by several non-transport modes. Frequent buses from Salisbury and Amesbury call at the existing High Post bus stops, and therefore it is assumed will serve the new bus stops proposed within the development.

4.142 The submitted Transport Assessment demonstrates that the site is also within cycling distance of Salisbury and Wilton, Amesbury and a number of villages in the Woodford Valley, the Winterbournes,

and Porton. Salisbury Rail Station is also within cycling distance, as has been evidenced within the submitted Transport Statement. Overall, the site has a prominent location in relation to the local strategic road network and has a good level of accessibility by different transport modes.

- 4.143 The access arrangements and layout of the site are suitable for the largest vehicles that are expected to use the site.
- 4.144 The proposals include 235 parking spaces for Callen-Lenz, provided across the main parking area (180 spaces) and the overflow parking area (50) spaces, with 5 spaces in the visitor parking area delivered in accordance with adopted parking standards. Of the spaces proposed within the main car park, 20% will have EV charging provision (42 spaces), and across the site 5% will be accessible bays (12 spaces). Cycle storage will be provided close to the building, with a total of 28 covered cycle spaces including 6 with EV charging capabilities for e-bikes.
- 4.145 No changes are proposed to the parking arrangements within CCM. As no additional floorspace is proposed within the CCM site, there is no need for further parking to be included here. Instead, the only change will be an internal access from the new entrance to the existing staff car park, and a gate across the existing staff entrance to the C292 to close this access.
- 4.146 The anticipated traffic movements from the proposed development have been assessed within the Transport Assessment. This has included information from existing traffic movements at the site, as well as forecasting and robust assumptions of the traffic from nearby committed developments (namely the E V Naish site adjacent to the Council's Salt Store on the C292). Additionally, industry-standard TRICS data has been used to identify the anticipated average vehicle trips rates for the proposed development. Overall, the assessment shows that the proposed development could attract an average of 43 vehicle movements in the weekday AM peak hour and 71 vehicle movements in the weekday PM peak hour. The traffic assessment shows that the overall effect of the proposed development, comprising new traffic to/from the proposed building and the re-routing of existing CCM traffic, is a **net reduction of 13 vehicle movements through the High Post junction in the AM peak hour and a net increase of 6 vehicle movements through the High Post junction in the PM peak hour.**
- 4.147 Overall, the documents have demonstrated that the proposal will not have a significant impact on the local highway network, and that sufficient alternatives are available at the site such that sustainable transport options are supported.

PRE-APPLICATION MEETING

- 4.148 In February 2026, a pre-application meeting was held with Wiltshire Council Highways Officers.

- 4.149 It was confirmed that all options for proposed junction onto the A345 had been explored, but due to the number of anticipated vehicle movements, the visibility splays required in relation to the speed of the road, the land available at the frontage of the site, and the proximity of the existing signalised junction at High Post, the proposed roundabout was the only suitable option.
- 4.150 Officers confirmed that they would wish to see two-lane entry points into the roundabout, which have been included. It was recognised by the Officers that the provision of new bus stops would assist with the offer of sustainable modes of transport.
- 4.151 Finally, the Officers noted that the Council was in the process of published an updated Parking Standards Supplementary Planning Document (SPD). It was advised that this will contain requirements for larger parking bays than previously sought, and the scheme was therefore amended to include provision of 2.5m x 5m parking spaces.

SUSTAINABILITY AND TRANSPORT

- 4.152 With regard to the sustainability of the site, it should be noted that the High Post Business Park is already recognised as a sustainable location for development. High Post Business Park is recognised in Wiltshire Council planning documents as a Principal Employment Area, and it currently supports around 16 businesses, including amongst other things, two gyms and a personal training facility, trades and suppliers, drinks and food manufacturers, and head quarters for a number of local businesses. Therefore, there are regular and existing transport movements to this area, including within and outside of the peak hours.
- 4.153 Furthermore, within the area surrounding the site, there is the existing High Post golf course, petrol station at the High Post cross-roads and the Stones Hotel. The Hotel supports between 50 and 65 staff, most likely operating within shift patterns, and hosts events such as conferences, parties and weddings, meaning there are 24-hour vehicle movements to and from the area.
- 4.154 In addition, CCM currently employs around 400 staff at the site and some staff members already utilise the nearby public transport infrastructure at High Post to travel to work. Therefore, the application site is served by three main bus routes: X5 providing travel north to Amesbury, Durrington, Netheravon, Upavon, Pewsey, Marlborough and Swindon; Activ8 providing travel north Amesbury, Bulford, Tidworth, Ludgershall and Andover; and X4 providing services north to Amesbury, Bulford, Durrington and Larkhill. All three of these services provide travel south to Longhedge, Beehive Park and Ride (Old Sarum), and Salisbury City Centre where onward bus and rail connections can be made.

- 4.155 The provision of improved public transport facilities, including bus stops and dedicated crossing areas, will not only serve future employees of Callen-Lenz, but will support existing CCM staff who utilise the bus to travel to work and likely lead to further modal shift to bus travel by other existing staff.
- 4.156 Finally, within previous planning applications at other sites in High Post (Ref: PL/2023/07223) the Highways Officer noted: *“the Local Highway Authority are mindful of the benefits of retaining employment within Wiltshire and should the proposed location be evidenced of the sole opportunity in the county for retaining such employment, then the LHA may accept reasonable direction to reconsider its position”*.
- 4.157 Therefore, the improved highway changes, including new bus stops, will both help promote sustainable access to and from the application site, and for these surrounding uses which are already well established in the area.
- 4.158 Connect Consultants have also prepared a Framework Travel Plan to accompany the planning application. Measures within the Travel Plan include the production and distribution of a Travel Information Pack to employees, including details of bus and rail timetables, taxi company details, promotional information for walking, cycling and public transport, and details of local car share initiatives (Car Share Wiltshire).
- 4.159 The Travel Plan will be subject to a programme of monitoring and review by which the success of the plan can be evaluated. Should the Travel Plan not be meeting its prescribed targets, then remedial measures will be considered, including the extension of the lifetime of the Travel Plan and an evaluation of existing measures.
- 4.160 For these reasons, the proposal accords with the requirements of the NPPF and the Core Strategy in relation to highways and transport, and will not have an unacceptable impact on the local highway network.

ECOLOGY

- 4.161 Paragraph 187 of the NPPF requires decisions to contribute to and enhance the natural and local environment. Core Strategy Policy 50 ‘*Biodiversity and Geodiversity*’ requires proposals to demonstrate how they protect features of nature conservation and geological value as part of the design rationale. Policy 50 also requires proposals to incorporate appropriate mitigation to avoid and reduce disturbance of sensitive wildlife species and habitats.

- 4.162 All development should also seek opportunities to enhance biodiversity and major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services.
- 4.163 An Ecological Assessment was undertaken by Pro Vision (February 2026) to assess the ecological interest of the site.
- 4.164 There are no statutory sites designated for their importance to nature conservation within or directly adjacent to the site boundary. The closest designated site for nature conservation value is the River Avon Special Area of Conservation (SAC) and River Avon System Special Site of Scientific Importance (SSSI) located approximately 1.6km west of the site. The application site is separated from the river by numerous arable fields.
- 4.165 The River Avon SAC and River Avon System SSSI is afforded these international and national designations on account of it being one of the most diverse chalk streams in the United Kingdom. As the site falls within the outer boundary of the SSSI Impact Risk Zone for the River Avon SAC and River Avon System SSSI, the potential effects of the development proposals under Regulation 63 of the Habitats 2017 will need to be considered.
- 4.166 Given the distance of the site, nature of the development, implementation of an appropriate drainage strategy and the absence of hydrological links to the River Avon SAC and River Avon System SSSI, it is not considered that there will be any significant adverse effects on the integrity of the SAC as a result of the proposed development alone or in combination with other plans or projects.
- 4.167 The application proposed does not include any net addition of overnight accommodation, therefore it is not expected that any new pathway for an increase in phosphorus or nitrogen will occur as a result of the development in this regard. As such, the Ecological Assessment concludes that the development will ensure no adverse impacts occur on the River Avon SAC/SSSI.
- 4.168 In terms of habitats, the site does contain arable land which would potentially be used by ground nesting bird species such as Stone Curlew. Pre-application discussions have been held with the RSPB to establish a mitigation approach in accordance with the anticipated use of the site by ground-nesting birds. The RSPB provided an advice note in February 2026 stating that they have suggested suitable mitigation measures based on a reasonable assumption of how many pairs might be using the habitats within 2km of the site. It is their view that between 2 and 3 breeding pairs may use the potentially impacted area, and that this impact on breeding Stone Curlew can be mitigated for by the provision of 2 fallow plots managed and maintained for the lifetime of the proposed development.

4.169 There is an existing fallow plot near to the site at Cusse's Gorse which is due to expire from management in 2028. Following suggestion from the RSPB, it is proposed that this plot is moved away from the scrub where it is currently situated, and re-located within the centre of the nearby arable field, and then maintained and managed for the lifetime of the proposed development. A second plot can therefore be created within the adjacent field. Both of these locations are far enough and well screened from the development area to act as suitable mitigation for the proposals. The proposed mitigation plots are located in the following approximate areas:



FIGURE 9: EXISTING FALLOW PLOT EXPIRING IN 2028 (RED) AND PROPOSED NEW FALLOW PLOT LOCATIONS (BLUE)

- 4.170 The PEA confirms that there are no other protection species at the site, and therefore no additional mitigation measures are required.
- 4.171 In accordance with Core Policy 50, ecological enhancement features have been included within the proposals. These include a number of bird and bat boxes on the proposed Callen-Lenz building. In addition, there will be large areas of new and improved planting to enhance biodiversity at the site.
- 4.172 Overall, the proposal will provide a Biodiversity Net Gain (BNG) increase of 36.47% in habitat units, achieved through the creation of large areas of modified grassland under the proposed solar fields and the planting of approximately 70 trees, and a net gain of 80.18% in hedgerow units.

4.173 For the above reasons the proposals accord with Core Policy 50 and the wider objectives of the NPPF to conserve and enhance the natural environment.

FLOOD RISK AND DRAINAGE

4.174 The NPPF Paragraph 181 requires local planning authorities to ensure when determining planning applications, flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific Flood Risk Assessment. This site is over 1ha in size, and therefore a Flood Risk Assessment is provided.

4.175 Core Policy 67 '*Flood Risk*' requires all new development to include measures to reduce the rate of rainwater run off and improve rainwater infiltration to soil and ground (Sustainable Urban Drainage (SuDS)) unless site or environmental conditions make these measures unsuitable.

4.176 A Flood Risk Assessment has been prepared by Aegaea (February 2026). The Report sets out how the site is entirely contained within Flood Zone 1 where there is a low risk of fluvial flooding. The site is also located within an area a low risk from surface water flooding. As flood risk from all sources is anticipated to be low, no flood mitigation is required.

4.177 Furthermore, the FRA confirms that as flood risk at the site is low, no floodwater will be displaced as a result of the development.

4.178 In accordance with the adopted SuDS Hierarchy, various options for surface water drainage has been considered for the proposal. Infiltration tests have been conducted at the site which have directly informed the strategy. The proposal will utilise infiltrating SuDS, filter drains and filter strips, permeable paving, rainwater harvesting and bioretention and geocellular systems. It is not possible to include open water systems such as retention ponds, wetlands or swales as these risk attracting large birds which would be incompatible with the nearby Boscombe Down.

4.179 Overall, the submitted documents confirm that the runoff from the proposed development can be accommodated within the drainage system of the approximate size modelled.

4.180 Planning policy requires that:

- Development is directed to sites at the lowest probability of flooding;
- Development accommodates the potential impacts of climate change;
- Development should not be permitted if it would be at an unacceptable risk of flooding or create an unacceptable risk elsewhere; and

- New development should facilitate safe access and egress during flood conditions.

4.181 All of these requirements have been met within the development proposal, therefore demonstrating that it is fully compliant in respect of development of flood risk, such that flood risk considerations do not constitute a barrier to the granting of planning permission.

PLANNING BALANCE AND CONCLUSION

6.1 This Planning Statement has been prepared to support the following proposal:

Erection of a building amounting to 6,968 sqm 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.

6.2 The proposals have been carefully designed to ensure compliance with adopted local and national planning policy. The application seeks consideration of a highly sustainable building within the proximity of an existing employment area which is considered as sustainable and a suitable area for economic growth. The proposals include a revised access from the A345 in the form of a roundabout which will also include bus stops and safe crossing islands leading to a 3m shared footway and cycleway as part of the internal access road, promoting safe and sustainable transport for employees and visitors.

6.3 The proposals have also been designed to ensure no detriment to highway safety and that the proposals will not result in severe residual cumulative impacts on the road network.

6.4 The development will ensure the retention and expansion of two major employers within Wiltshire, both of which are at the forefront of 'advanced engineering, defence and manufacturing' which is a particular focus of planning policy in Wiltshire (Callen-Lenz and Chemring Countermeasures Ltd). Overall, the application seeks to bring multiple economic and social benefits as part of a carefully designed proposal which includes enhancements to the public transport network in this location through the creation of new bus stops and ensures the required enhancements to biodiversity.

6.5 The development has been carefully designed to ensure that:

- It complies with Local and National Planning Policy, both adopted and emerging;
- It will not lead to an unacceptable adverse impact on the wider landscape character or nearby important heritage assets;
- It achieves a net gain in biodiversity through a robust landscaping approach (36.47% habitat units and 80.18% hedgerow units) exceeding the mandatory 10%;
- It will not be detrimental to highway safety or result in severe residual cumulative impacts on the road network;

- It is acceptable in all other technical areas;
- It will provide a sustainable development with high efficiency and BREEAM Excellent standards;
- It allows the retention of two important local-employers, recognising the position High Post can play as a Defence Cluster in connection with the nearby QinetiQ at Boscombe Down (Principal Employment Area); and
- It will provide significant economic benefits to the community including the expansion of Callen-Lenz and CCM UK, both of which represent target industries for both Wiltshire Council and the Government.

6.6 We welcome the opportunity to discuss these proposals with Wiltshire Council Officers.