

My main objections to the Application PL/2026/01867 are that, if it succeeds : **Response OBJECT**

1. There would be soon a fully developed built corridor between Salisbury and Amesbury, including Boscombe Down with impact on protected species

Development in this location and at the proposed scale, will result in an almost an entire corridor of light pollution and noise disturbance between the two settlements. There is also a stone curlew nesting plot in the vicinity indicating that there is good stone curlew habitat locally and records of stone curlews visiting the area and Woodford Valley. Just stating that birds will be mitigated is hardly sufficient given that the stone curlew is listed on Annex 1 of the EU Birds Directive as a species requiring 'special conservation measures' and they are also a priority species on the UK Biodiversity Action Plan. Indeed the darker the corridor this area can be between Porton Down and the Salisbury Plain Special Areas of Conservation and Special Protected Areas the more likely stone curlew can fly between these internationally sensitive wildlife sites. Any intensification of development in the middle of countryside in open countryside will substantially increase disturbance from noise and artificial lighting, particularly security lighting on the site during the night. This will inevitably encroach on the areas supporting flying, nesting and feeding the stone curlew - which are particularly active in night time (crepuscular), making them particularly vulnerable. It is illegal to cause any disturbance to them as they are one of the most threatened breeding birds in the UK.

Surveys in the High Post area have recorded the presence of rare and some very rare bats which are all protected species flying in the area. No mention of these in this Application and yet they are very likely to be using the hedges and hedgerow shrubs etc.

2. This proposal develops open countryside, and it removes further Grade 3a and 2 land from agricultural production, contrary to recently published Government Policy – the Land Use Framework: March 2026. The Application leans on the requirement for Callen-Lenz to be located in this area. However, there are clusters of drone industries in Swindon – on the old Honda factory site with alternative areas of brownfield sites to develop there, and also potentially sites in close proximity at Boscombe Down, both in Wiltshire.
3. The location of the proposed site is very prominent and is on a higher point of the downs resulting in a discordant impact on the Special Landscape Area by this development and its solar array on the skyline, likely seen for miles from all points of the compass.
4. Transport issues are a huge issue in that the proposal will likely result in increased private car journeys via the Woodford Valley which fails CP60, CP61, and CP34. The Valley roads are heavily used by vans as a short cut for commercial traffic, and Porton and Boscombe employees. Roads in the valley also become very full at peak A303 holiday traffic periods when they are used as a short cut. I fully agree with the arguments and objection lodged by the Joint Parish Council on Transport and Travel Plans and endorse the comments lodged there. I do not need to reiterate these here. The thought of employees at the site cycling or walking along a relatively narrow A345 is not to be contemplated unless they wish to bring the road almost to a standstill or risk serious injury or worse! It is simply not safe to undertake transport to the proposed site in this manner.
5. This application will lead to more development – and the developers are intimating on their website that their aim is to create an Innovation Park in this location. It will consequently be development by creep with the attendant further loss of open countryside, with detrimental impact on protected species and the landscape with an intensification of traffic issues in the surrounding area on roads not constructed for such traffic pressure.

Sender:

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