

**Site Address: Land adjacent to A345, High Post, Salisbury, SP4 6AT.**

The proposed application for development at the north side of the High Post is totally out of place, unacceptable and the proposal is for it to be sited on agricultural land. The land is shown as Grade 2 land which should be protected against any development since the Government state this is “very good agricultural land”. Why the Developer considers that covering a field with concrete, tarmac and buildings is a good idea given the current global food shortages is quite baffling – apart from realising a hefty profit without any consideration for the environment. I strongly OBJECT to this planning proposal and this should be refused.

The proposal for “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” is wholly wrong in this location.

The Callen-Lenz building is too large, imposing and wholly out of place in the landscape. Such a tall and massive building should be on an industrial park (eg. Solstice Park at Amesbury) where the infrastructure already exists for transport, travel and utility services. Plus, there are similar properties located there. Visually it will be a very solid block of grey metal profile sheeting with large areas of glazing. There can be no precedent set for such a development which allows such a massive, long building which is not in keeping with anything else in this location and certainly does nothing to enhance the Wiltshire countryside.

Situated up on the skyline this will be visible for miles around and at night when the lights are on, including security and road lighting it will be a beacon on the landscape. This will produce unacceptable amounts of light pollution and destroy the environment that so many people have striven to protect. The River Avon (SAC designation) and the landscape around will have a significant pressure loaded against them. The prospect of 24 hr / 7 day working also will produce additional light pollution.

Pollution run-off from the roads and whatever chemical spillage there may be on site will present a severe risk to the groundwater and river system. The large areas of building footprint, tarmac roads and concrete will be impervious to the rainfall and significant storage or drainage systems will have to be provided to cope with the water that does not soak directly into the ground. As there is additional adjacent land that may be subject to a subsequent application for development should this be successful then this situation will only deteriorate and be extremely damaging to the environment.

The numbers of employees for Callen -Lenz is 250 and the proposal is to increase to 500. Chemring has 400 employees and Apsley Engineering has a smaller workforce that is proposed to grow. If say 90% of employees drive to work and probably mostly singly then that would be 900+ employees at 90% = 800+ car movements at the start

and end of each day. Plus the service vehicles and delivery lorries and vans servicing the site then that is a substantial number of vehicles to add to the local road network.

If Naish develop their site (that has already received planning permission on the southside of the C292) then that is 120+ employees adding a further 100 cars into the traffic system. This does not allow for the remainder of the site for which an application has not yet been made which would add more pressure to the local highways.

The proposal is to locate a new roundabout north of the High Post crossroads for the new development and link through to the Chemring site. Closure of the existing road access from Chemring onto the C292 would also take place. This plan appears to rely wholly on one roundabout being capable of servicing the site and enabling access onto the A345.

The A345 is already very busy and loading more traffic onto the main road which has an existing set of traffic lights only a few hundred metres to the south adjacent to the High Post fuel service station and High Post Hotel access appears to present an unreasonable volume of vehicles which will be unable to realistically flow effectively. For local people trying to commute to and from work as well as travelling elsewhere and locally the proposal to add more vehicles into the road network is quite daunting.

The proposed bus stops adjacent to the new roundabout potentially will cause more delays due to the bus stop being at or on the roundabout. How other vehicles are going to negotiate this roundabout when a bus is parked trying to pick up anyone brave enough to cross the main road (southbound stop) is quite baffling. The overall number of vehicles will make crossing the main road extremely dangerous.

The proximity of another set of existing bus stops at the High Post crossroads will potentially create yet more interference with the flow of traffic. We know from previous applications that the existing southbound bus stop does not allow buses to pull fully off the carriageway and traffic has to stop if vehicles are coming the other way (ie. heading north) since there is not adequate room. Add to this the access and egress to the service station and hotel as well as local and national traffic movements there is just too much proposed vehicle movement.

There is no footway between the High Post facilities and the proposed new bus stops so pedestrians cannot move along safely. Will the bus companies want to stop in a rural location within such a short distance? The A 345 has a 60mph road speed and this adds another problem to the traffic routing. This road is also used by the blue light services and adding any more congestion cannot be the sensible way to move forwards.

Walking to the site is again a non-starter as already discussed in previous applications on the south side of the High Post. There are no safe walking routes available. Cycling along such busy narrow roads is only possible in a few instances but the proposed volumes of traffic will lessen anyone willing to risk using a cycle due to the inherent safety issues this presents. There will always be a few employees who choose to cycle but for the majority it will not be the preferred option.

Use of the railway again is very costly and would entail a mix of transport methods (walk/cycle/taxi/bus/car share) which are generally not easy to combine to travel to this rural location.

The car is the obvious method by which employees and visitors will arrive at site and this is wholly against the Wiltshire Council's Core Policies CP60 and CP61 and thus contribute to the application failing CP34.

As well as the potential impact on the main roads the smaller road network through the Woodford Valley has been extensively discussed in the application and appeal documents for the site to the south of the High Post. If this application does obtain planning permission, then it will only add an unacceptable number of vehicle movements into a road system never designed for this activity. The Developer has no authority over the employees to state which highways route they should take to access and leave their place of work. An existing poorly maintained small road network will be heavily used by many vehicles which will cause the carriageway and verges to be worn away / damaged and wear significantly.

In addition, the C292 is part of the satnav rat-run when the A303 is blocked or exceptionally busy. Both happen too frequently adding to the pressure on local traffic. In addition, there are many cars parked along the side of the roads, quite legally since there is no off-road parking, which further reduces the carriageway width. There appears typically to be very minimal consideration given to any of these matters. Bland statements from the consultants are wholly dismissive of any local concerns or alternatively totally ignore them.

The term mitigation is used too often and with respect to wildlife there can be none where the removal of natural habitat and the construction of large buildings with all the associated noise and disruption will displace the species that are present. Whilst used currently for arable cropping there appears to be a Stone Curlew plot to the north of the proposed access roadway which will be rendered wholly useless by the new development. The disruption, constant noise of the development will scare any potential Stone Curlew away. These plots form a very vital pathway for the survival of what is an extremely rare species. We should be proud of what wildlife we have here in the Woodford valley, but development of this scale is totally wrong.

The Bio-diversity net gain report was produced after the site was inspected in January 2026. There is an existing lack of trees on the site and the proposed planting and tree species to be used are ones that do not produce berries or fruit to attract any birds. There will be some grass species areas but given the requirement to mow and maintain the premises it is highly likely that these will be regularly mown short negating any habitat advantage or insect friendly grassland. This is because the developer should not increase the risk of attracting birds onto what is the flight path into and out of Boscombe Down. It is no use planting green trees and plants if the plants do nothing to improve the actual habitat for wildlife (ie. A sterile green landscape that may look satisfactory but is actually producing minimal biodiverse habitat).

The Surface Water drainage and flood risk assessment shows that the site does drain through the Seaford chalk but once within the substrata there is no knowledge of where

the water will percolate. The proximity of the River Avon which already has pressure from upstream and downstream from other existing developments and discharge outlets will be potentially subject to further uncontrolled surface water run-off. The River Avon is less than 1500m away and downhill from this site. The large area of impervious surfaces both proposed in this application and possibly followed by further applications to develop this site should planning permission be granted will generate significant volumes of water during the deluges that now happen due to climate change.

There are six drone factories and production facilities in Wiltshire (existing and under construction) which are based in Swindon. There is no requirement for this factory to be located adjacent to the Chemring site, and it receives no benefit from this location. All the existing employees will need to travel to this site mostly again in cars due to the distances involved. Its current location to the west of Chilmark would appear to be significantly smaller than what is proposed here at the High Post. Can the proposed expansion actually be realised and the scale and mass of this building wholly dwarfs what the Callen-Lenz site currently occupies.

With the proximity of the RAF Boscombe Down it would appear that any flying, testing and evaluation of drones adjacent to this airfield would be wholly unacceptable given the total ban on photography and flying drones near any military establishment.

(MOD Boscombe Down is the tri-Service home of military aircraft Test & Evaluation, the RAF Base Support Squadron provides administrative support to the military lodger units. The site is managed under the Long-Term Partnering Agreement (LTPA) between QinetiQ Ltd (QQ) and the UK Ministry of Defence. Under the Agreement, QQ is responsible for the operation of the MOD Boscombe Down Aerodrome and specialist test facilities, and the provision of specialist technical expertise and support services extract from the MOD website).

In summary, I request that this planning application is not allowed to proceed any further and that I strongly object to the application.

Martin Giles

